VOL. CCXIV, No. 2798

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THE SPHERE, SEPTEMBER 26, 1953
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Guinness Guide to Game Birds

PHEASANT

The pheasant, proud parvenu, has decorated our coverts only since the days of the Romans. With Guinness—one of the oldest of our brews—he's seductive on our tables, whether boiled (with oyster sauce) or roast (with water-cress and fried bread-crumbs).

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For delicacy of taste the Common Partridge, our native bird, bears away the palm from the alien Red-legged race. But both are exciting when the plump whirring little birds explode from the stubble. Both are exciting when washed down with Guinness.

SNIPE

Marsh-land master of evasive action, there's no bird like the snipe for making the sportsman's heart beat faster. Should you approach him up-wind or down? Opinions are divided — but not on his excellence when accompanied by Guinness.

GROUSE

A driven grouse, whirling down-wind over the butts in a blur of wings, offers perhaps the most sporting shot of all. The strong flesh of grouse goes down nobly with Guinness. Try a grouse pie as a change from roast birds.

TEAL

These beautiful—and delicious—little duck, though shy, are gregarious in the autumn. Though difficult to approach they will then come readily to a decoy. It is the lonely man in the gun-punt (fortified, as good sense advises, with Guinness) who bags most teal.

WILD DUCK

The *canard sauvage* of the menu is generally the mild mallard. Serve slightly underdone if you want the full flavour; and don't forget the orange salad — slices of orange (less skin, pips and pith), castor sugar, salad oil and a *little* brandy.

WOODCOCK

He's a fly-by-night migrant of autumn and winter, past-master in woodland camouflage, with a set-back eye for all-round vision. Roast him whole with his bill for a skewer and serve him on toast with a Guinness beside him.

—AND GUINNESS IS GOOD FOR YOU

Copies of this page may be obtained from Arthur Guinness, Son & Co. (Park Royal) Ltd., Advertising Dept., London, N.W.10. Recipe leaflets covering each subject in the series will be available at the end of the year.

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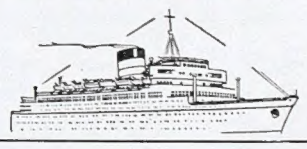

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Volume CCXIV No. 2798

The SPHERE, London, September 26, 1953

The SPHERE

with which is incorporated THE GRAPHIC

QUEEN JULIANA AT ARNHEM—HER MAJESTY PLACING A WREATH AT THE BASE OF THE MONUMENT WHICH SHE HAD JUST UNVEILED TO ALL MEMBERS OF THE BRITISH FORCES WHO PERISHED IN THE LIBERATION OF THE NETHERLANDS IN 1944-45, AND TO MEMBERS OF THE DUTCH SERVICES AND UNDERGROUND FORCES WHO ALSO DIED : The monument, which has the recumbent figure of a man, his arms outstretched as if warding off a blow, is the work of Jacobs van den Hof, an artist of Arnhem. The four figures at the corners of the pedestal represent despair, resignation, sorrow and faith.

On the occasion of the annual pilgrimage of airborne troops to Arnhem, Queen Juliana of the Netherlands unveiled in the square near the great church at Arnhem the memorial to the British troops who fell in the heroic battle of September 1944 and to the members of the Dutch Underground Movement. The site of the monument is near the Rhine Bridge round which the battle raged. Among those who attended the unveiling were Sir Nevile Butler, British Ambassador to the Netherlands, Mr. Staf, the Dutch Defence Minister, and Major-General R. E. Urquhart, commander of the 1st British Airborne Division in September 1944. After Queen Juliana had unveiled the monument, the British and Dutch National Anthems were played. Following the ceremony a procession passed through the battlefields round the Rhine Bridge. The open-air memorial service at the airborne forces cemetery was attended by about 200 British visitors. The graves, as in the past, are beautifully tended, owing much to the work of the Imperial War Graves Commission and also to that of the Dutch children, who have looked after them so lovingly.

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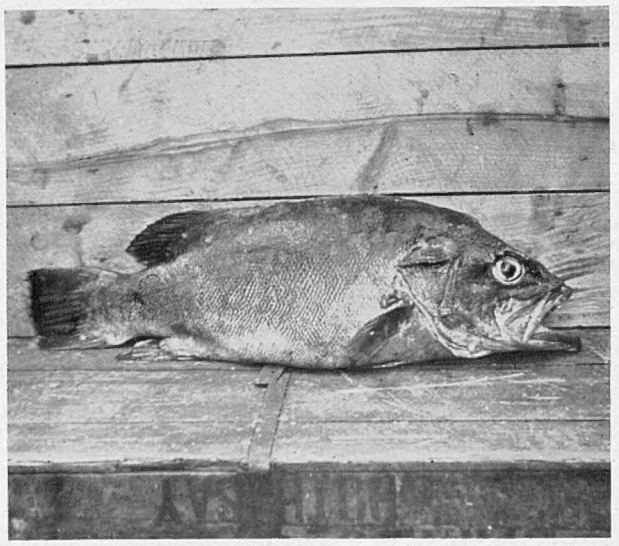
OUT WITH THE DEVON AND SOMERSET

THE STAGHOUNDS HOLD ONE OF THEIR TRADITIONAL MEETS AT CLOUTSHAM : The field moving off to draw after meeting in the famous village in the shadow of Dunkery Beacon. Bad weather reduced the attendance of riders and foot-followers. In the background of this picture stretch the gentle slopes leading up to the summit of Dunkery.

ARRIVING AT CLOUTSHAM : The Devon and Somerset Staghounds passing the farm buildings and the usual array of cars which throng the narrow lanes. Keen followers of the hunt are inclined to avoid the Cloutsham meet, regarding it as essentially a day out for the foot-follower. Cloutsham lies on the edge of Exmoor and a few miles south of Porlock, a great hunting and holiday centre.

A QUEER FISH OFF LOOE, CORNWALL



THE 7 LB. 4 OZ. "WRECK FISH" CAUGHT ABOUT SEVEN MILES OFF LOOE BY DR. NORMAN S. R. LORRAINE, OF LONDON : The fish, black in colour with a John Dory head, was landed by Dr. Lorraine while fishing for sharks with a rod and line. The skipper of the fishing-boat had never before seen anything like it, and its name remained a mystery for some time. Fishermen at Looe were also mystified and it was not until after extensive enquiries that it was proved to be a "wreck fish," otherwise known as a stoner basse or sea perch. Fishing authorities have no record of a fish of this type and size being caught on a rod and line off England for about 300 years. Dr. Lorraine is a deep-sea angler of many years' experience.

RATES OF SUBSCRIPTION TO "THE SPHERE."

Orders for subscription to THE SPHERE *for dispatch to addresses at home and overseas can be sent direct to the Subscription Department,* THE SPHERE, *Ingram House, 195-198, Strand, London, W.C.2. The rates for 12 months, including Christmas Number, for Great Britain and Eire are £5 16s. 6d.; 6 months and Christmas Number, £3; 6 months without Christmas Number, £2 16s. 6d. For Canada the rates for the same periods are £5 14s., £2 19s. and £2 15s.; and for elsewhere Overseas £5 18s. 6d., £3 1s. 3d. and £2 17s. 6d. The terms are inclusive of postage.*

A London Newsletter

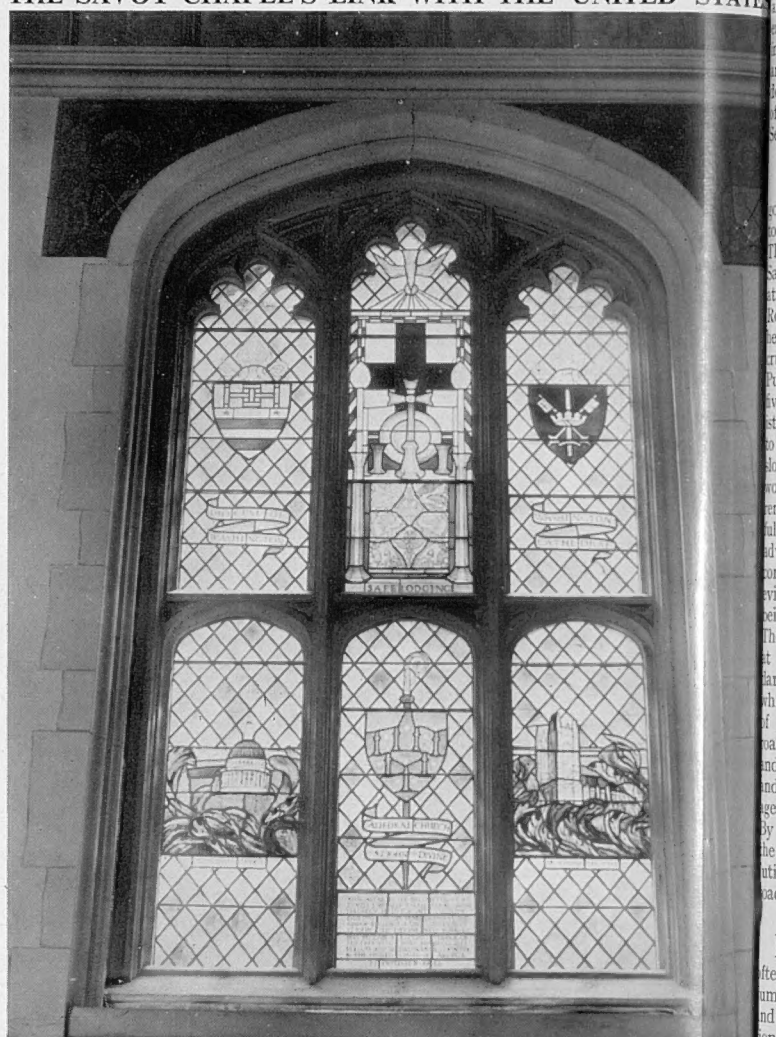
195-198, STRAND, W.C.2.

T.U.C. Talked Sense.—The chiefs of the T.U.C. certainly upheld the Charter of Trades Unionism at their Conference. They rejected the counsel of the young men and the hot-heads, and once more affirmed that it was no part of the T.U.C.'s function to engage in politics or to spend money or energy on getting rid of the Tory Government. On the contrary, the T.U.C. has fairly affirmed that the Queen's Government is the T.U.C.'s Government and the country's Government, and that the T.U.C.'s job is to safeguard and improve their members' rights and functions and prosperity and to leave to the Socialist Party the campaign to out the Tories by successfully re-presenting the attractions of Socialism. It was no more the duty of the T.U.C. to intervene in politics than it was the duty of the Government (Tory *or* Socialist) to interfere in the T.U.s' constitutional efforts to improve wages and conditions. And since these last vital matters depend almost entirely on greater production and efficiency in industry, the Conference doubly confirmed that the T.U.C. chiefs, sensibly enough, see eye to eye with the Queen's present Government on all essentials.

Germany Now.—Dr. Adenauer's success was undoubtedly the success of achievement. Nationalism and crank parties flourish under conditions of misery and disorder and in the last four years the Federal Republic has made extraordinary progress beyond all expectation. Industry and agriculture have revived, houses have been built beyond all estimate of probability, prices have kept steady and incomes have risen. For all these reasons, the crank parties have lost their appeal for the new voters, the children of defeat and the absorbed refugees, and the new electorate has shown itself to favour the middle of the road, rejecting both neo-Nazism and Communism and to be instinct with a new and healthier pride in a Germany that is to be a political power in Europe, a partner and no longer a lone wolf or a pariah. The Social Democrats remain in strength and in opposition, but the guerilla parties are extinguished. The Communists, the Bavarian, the E.R.U., are gone and the German Reich Party no longer attracts the extremists. To the Russians, the Chancellor is a warmonger, bound hand and foot to American warmongers, but France, despite her age-old dread of German rearmament, was not unduly disturbed at the result; and, though many difficulties between the two old enemies remain to be settled, is prepared to believe that Adenauer is much more interested in peace than in war and will strive for a defensive pact with the Soviet Union as the most hopeful means of attaining security, German unity and understanding with France. Only so can German rearmament for the defence of Europe become acceptable in France, and only by four more years of stable, moderate and effective government in Western Germany can the distant hopes of a European settlement by diplomatic means, to include the reuniting of Germany, be fulfilled. Meanwhile, the Chancellor still needs allies at home and abroad if he is to achieve constitutional changes and work for a peaceful settlement in Europe. If his success has delighted America, American approval is not an unmixed blessing in his search for supporters. He needs them in France, in England, in Eastern Germany also. He needs all the support he can obtain if his next four years as Chancellor are to prove conclusive of Germany's future as a responsible and full partner in a new Europe.

Shortages and Redundancy.—One more official circular advises me of the intention to increase the size of our Probation Committees. In the last few years legislation affecting magistrates' courts has spawned new committees. I said my say on the old "Standing Joint" not long ago and, to judge by the "business done" of some of these new committees, I presume the official idea is that twenty men round a table achieve X results, forty men round the same table will achieve X × 2. My own experience is that they will achieve $\frac{X}{2}$, and all of them will be paid for their trouble. Tory or Socialist, there is no curbing these planners who have driven the volunteers out of the field and whose every plan increases the burden of rates or taxes. If some of our money which they throw about could be diverted to practical use, how gladly would we find it. If the cost of their redundant overloaded committees could be diverted to better pay and conditions for nurses, we might have more hospital beds for urgent cases. It is all very well to call nursing a vocation, but even a devotee must live. There are all too many to-day who make committee work a vocation and do not thereby suffer in pocket. The days are over when the Treasury chief was regarded as a cheese-parer or a tyrant. A million here for a British Council of Culture, a million more there for another batch of useless committee men. What are these among so many millions

THE SAVOY CHAPEL'S LINK WITH THE UNITED STATES



THE AMERICAN WINDOW, ONE OF FOUR COMMISSIONED BY THE QUEEN FOR THE QUEEN'S CHAPEL OF THE SAVOY, THE CHAPEL OF THE ROYAL VICTORIAN ORDER : The window commemorates the Chapel's association with the United States when the Altar ornaments of the Chapel were sent to the Cathedral Church of St. John the Divine, New York, for safe keeping during the war. There are six lights, the principal top centre section bearing designs of the Cross, alms dish, two altar candlesticks, two vases, and two standard candlesticks, with the inscription surmounted by the armorial bearings of the Episcopal Cathedral of St. John the Divine, New York, in the lower central light. These two lights are flanked by the armorial bearings of the Diocese of Washington and Washington Cathedral, and replicas of St. Paul's Cathedral and Westminster Abbey surrounded by flames. The inscription reads: "This altar plate, presented by my family and myself to Our Royal Order, has been held for safe custody during the years of war, by the Bishop and clergy of the Cathedral of St. John the Divine, New York, and has become a fitting symbol of the deep, vital and unbreakable fellowship between our country and the United States of America, 22nd October, 19

thrown down the drain? When in doubt appoint a committee or a council.

Scottish Housing.—Anybody, Mr. Stu has decreed, may be allowed to build his own ho in Scotland. I confess to a hope that some cont will continue over the builder's imagination and c ceits. The houses are certainly going up quickly eve where and I realise that the native materials, st walls and grey slate roofs, must give way to cheap unnatural brick and tiling, and that health regulati require higher buildings. But the houses which up in some of the Highland towns I know well se more suited to Paris-Plage than to the windsw north. They are just as varied and as gimcrack a lack only the French sense of humour. They mak

series of hideous rashes in the nice old town of Nairn, both opposite the hospital and along Sea Bank Road, that fashionable residential section. Harling could do more to reduce their unnatural vulgarity. How different in neighbouring Inverness, where the new housing suits its surroundings and will soon harmonise with the old. If controlled building in Nairn can produce such a "diversity of creatures" of a builder's fancy, what will not come of individual go-as-you-please? On occasional lovely summer days, you may fancy yourself on the Mediterranean pleasure coast in Nairn, but for eleven months of the year, gimcrack villas are by no means the *mot juste* in a grey northern town.

"Good Against Earthquakes."—When centuries ago London suffered her worst earthquake terror, a shrewd quack realised a brisk fortune by selling to the stricken inhabitants "pills good against earthquakes." London formerly had quite a few such terrors and a good bet was that the quakes would occur on the 8th of the month and in March or September. Our Navy is the "quack" who relieves the sufferers nowadays, and the Mediterranean is the soft spot. Our sailors may not realise a fortune nor rely on pills alone, but they are quick off the mark with blankets and tents and soups and comforts (and, I doubt not, some pills of proved merit), and with the poor sufferers they are famous and welcome, being always first on the stricken field and handy at every kind of job and contrivance. In these tragedies there are no frontiers. A sufferer is a brother, be he neutral, enemy or national, and the relief comes along without invoice or C.O.D. or nice accountancy. The Navy and the Air Force and the Army are good ambassadors and must have won us some diplomatic triumphs of late. In war or diplomacy we can rely on the Services, whether they say it with shells or blankets.

Death on the Roads.—If experience goes for anything, speed is a chief cause of the appalling toll of human life on our roads, as on American roads. There are even signs that in America, a David to our Saul in this mass slaughter, this fact is being realised at last. I drive often to London up the Portsmouth Road and am often "passed standing" not only by heavy goods vehicles but by scores of 70-80-m.p.h. cruising private cars. But I see their backs again on Putney Bridge and all their efforts gain them but five minutes off my own 100 minutes. How characteristic of our race to put the cart before the horse and to build faster and faster cars to run on slower and slower roads. The responsible Ministers issue their wordy warnings and tackle the problem with little remedies, and a new road code is sure to be beautifully written and full to bursting with wisecracks and advice. But all their wisecracks are unavailing to control death or the car-designer, though all available evidence clearly shows that the risk of killing and being killed increases with every increase in speed. The flivver which chugs along the crown of the road at 30 m.p.h. is often a nuisance and sometimes a danger, but not so dangerous as the 45-m.p.h. flivver which the impatient follower must pass at 60 instead of 50 m.p.h. It is this slow-moving "crown-of-the-road" vehicle that casts suspicion on the aged driver and urges that he should undergo a test for senility and road-sense. But in my experience it is the car's age and not the driver's age which causes the nuisance. By and large, the septuagenarian is a safer driver than the twenty-year-old. He has at least learned the futility of speed as a time-saver on English main roads in their present state.

River Poisoners.—Industrial pollution is often enough an enemy of fish and anglers, and this summer thieves and poachers have taken the hint and employed poison powder used for rabbit destruction to poison salmon pools. They did their deadly work recently on the Nairn, and all too successfully, for they killed every salmon in reach of the poison and hundreds were buried. And now they have done the same foul work on the River Endrick (Loch Lomond), where the local keepers found and buried 200 salmon, well knowing that the destruction will be far heavier in the spawning season. This is a form of villainy fantastic in its extravagance, since for every one fish stolen, and perhaps unfit for food, fifty more are found dead when the poachers have left the scene. If this crime continues, every hotel-keeper and fishmonger will be wise to refuse to buy fish from any but authorised and known dealers, since the poison may very well be potent with those who eat the victims of this river mass-murder. On the other hand, the legitimate netting licensees have this year done their best to empty Highland rivers for the anglers. In the Ness, the netting lessee caught more than 2,000 salmon and grilse in eight weeks—a record catch. The anglers of Inverness were not amused.

THE OLD STAGER

IN NEXT WEEK'S ISSUE

MAKALU

The Next Great Himalayan Peak to Challenge the Hardihood of Man

By HUGH MERRICK

WITH DRAWINGS BY VICTOR COVERLEY-PRICE

THE EDINBURGH FESTIVAL DREW TO A CLOSE IN WALTZ TIME

"AULD LANG SYNE" IN THE USHER HALL: Dr. Bruno Walter conducts the Vienna Philharmonic Orchestra and the audience at the close of the concert which marked the end of this year's Edinburgh Festival. The orchestra's final programme had included Viennese Waltzes by Johann Strauss. Also on the platform are members of the Glasgow Citizens' Theatre Company, who presented a dramatic episode at the end of the concert. The last night of the Festival was the occasion for songs and laughter and fireworks, a real expression of Festival spirit. There was an "end-of-term" gaiety about the crowds that thronged the parks and streets of Edinburgh.

FIREWORKS MARK THE END OF THE FESTIVAL OF MUSIC AND DRAMA: The battlements of Edinburgh Castle are silhouetted against the brilliant firework display. In the foreground is the Tattoo, which had just come to an end, shortly before one o'clock on the last night. This was the seventh Edinburgh International Festival to be held.

AMERICA'S FAR NORTHERN AIR BASES

Flying Fields of Vital Strategic Importance

The North-East Air Command, operating as it does at the north-eastern approaches to the American continent, has its headquarters at Pepperell Air Force Base, Newfoundland, and consists of two other Newfoundland bases, Harmon and McAndrew, the 120-sq. mile base at Goose Bay, Labrador, which is shared with the Royal Canadian Air Force, one base in Southern Greenland, Narsarssuak, another 400 miles north on the West Coast of Greenland, known as Sondestrom, and several other smaller emergency fields and a number of weather stations. The most important of all the bases is Thule, Greenland, which really represents a huge supporting base for Strategic Air Command, a source of fuel supply for B36 bombers and the tanker aircraft that refuel bombers in mid-air. The Thule Airhead has been transformed in the past few years from an Arctic waste into a military city of 4,000 population, and in the summer months, when the construction gangs are there, the population is greater by another 3,000. In appearance, Thule looks like a science fiction writer's idea of the moon with its aluminium buildings on stilts, a communications mast 1,260 ft. high and special Arctic vehicles. Goose Bay, jointly shared by the Americans and Canadians, has a much more homely appearance. Despite its homeliness, however, its married quarters and its countless amenities, Goose Bay is a place of variety and unremitting activity, and the heavy bomber hangars under construction there indicate the great strategic conception of American offence and defence in the skies.

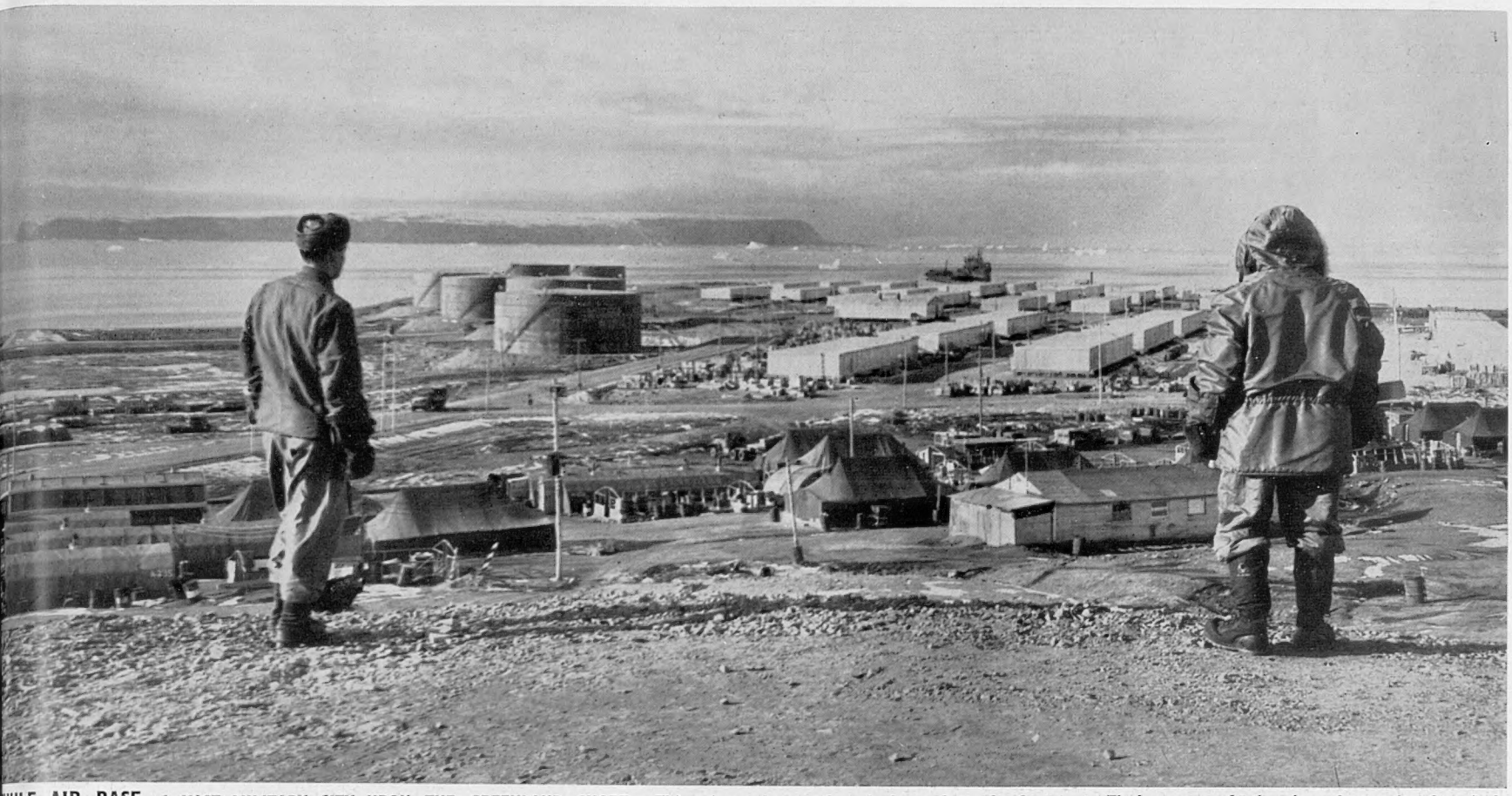
A BOOM TOWN IN LABRADOR: These are the living quarters of married members of the Royal Canadian Air Force stationed at Goose Bay Air Base, Labrador. The air base is operated jointly by the U.S.A.F. and the Royal Canadian Air Force, and is part of the network of bases now being built along the aerial approaches to North-Eastern United States and Canada. This North-East Command actually extends from Newfoundland to a weather station perched on a drifting 36-sq. mile ice island 2,000 miles from the North Pole.

UNDERGROUND TUNNELS LINK THESE BARRACKS AT GOOSE BAY, LABRADOR: They are the quarters of members of the United States Air Force. In winter when heavy snow makes it difficult for men to get about the camp, they walk from their barracks to the dining-room by means of tunnels. The snow is sometimes 6 ft. deep, and it is very much deeper in the drifts.

THE MAIN CAMP OF THE ROYAL CANADIAN AIR FORCE AT GOOSE BAY: Looking acro the huts to the distant hills, as yet only partially covered with snow. Soon, wi the onset of winter, heavy falls of snow will make work at the base difficul but both men and machines at Goose Bay are equipped for all-weather wor

REFUELLING THUNDERJETS: Daily routine on the Goose Bay airfield. The round-the-clock activity and the constant roar and screech of aircraft make Goose Bay one of the busiest and noisiest airfields in the world. The base covers 120 square miles.

BULLDOZERS HAVE CLEARED THE ROAD TO THE MARRIED QUARTERS: One of the fi heavy falls of snow created this Christmas-card scene round the weath board married quarters of the Royal Canadian Air Force at Goose Ba



THULE AIR BASE—A VAST MILITARY CITY UPON THE GREENLAND SHORE: This view shows the dock and tank farm at Thule, one of the key bases in America's North-Eastern chain. It is not a bomber base, but a staging field capable of accommodating America's farthest-ranging bombers if they have to strike back at an attacker. No bombers are actually stationed there. Aircraft at this base, with its 10,000-ft. runway, are F94 Lockheed jet all-weather interceptors, helicopters, weather and ice survey planes, and the endlessly shuttling cargo aircraft of the Military Air Transport Service. The three-months construction season is now completed at Thule, and the 3,000 civilian workers are moving out steadily, leaving only 500 of their number behind for the winter. Six towering hangars built to hold the massive B36 10-engined bombers are now completed, as are three hangars to accommodate the fighter interceptors that guard the fuel supplies and other facilities from destruction.

UMMER CONSTRUCTION WORK AT GOOSE BAY: *Left*—Pouring concrete for the foundations of a prefabricated warehouse. *Right*—A hangar floor in progress of construction. The grid for the radiant-heat system is seen being installed. At Goose Bay, at Thule and other bases in the North-Eastern Command work has been going ahead at full spee during the past three months. Now construction work will close down for the long winter and most of the building operatives will return to the United States.

FAIRCHILD PACKET FROM THE NORTH-EAST AIR COMMAND'S AIR TRANSPORT SQUADRON MAKING AN EXPERIMENTAL FUEL-DRUM DROP IN ST. GEORGE'S BAY, NEWFOUNDLAND: o drums are floating in the sea, another is lying on the shore and a fourth is leaving the plane. The Command is constantly examining new ways and means of supply.

The BIGGEST AIRBORNE EXERCISE HELD in BRITAIN SINCE the WAR: 1,200 Troops of the 16th Airborne Division Jump from Flying Box-cars Over Norfolk

GUNS, JEEPS AND OTHER HEAVY EQUIPMENT DROP FROM THE NORFOLK SKY: Troops of the 44th Parachute Brigade of the 16th Airborne Division, T.A., watching as equipment came down after they themselves had parachuted to earth in the biggest airborne exercise to be held in this country since the war. The three major items seen in this picture were each supported by eight parachutes. The exercise, which was part of work done by the Brigade while in annual training camp in Norfolk, was carried through with the help of Flying Box-cars (C 119's), which were flown specially from Germany for the occasion by the United States Air Force.

On the ninth anniversary of the Battle of Arnhem, that abortive effort which brought out so much heroism and so nearly ended the war at a blow, 1,200 troops of the 44th Parachute Brigade took part last week in Exercise "King's Joker II."

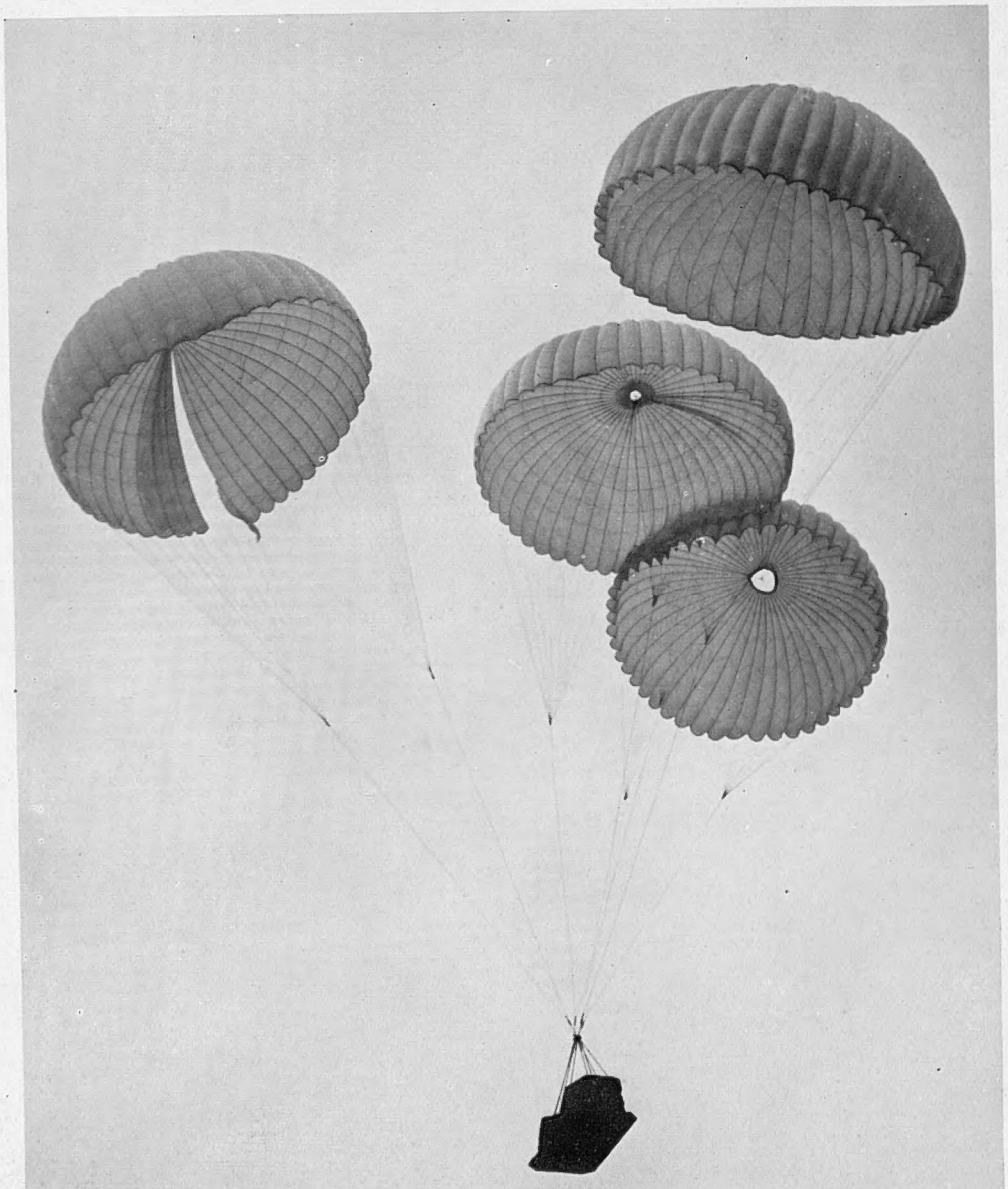
This great airborne exercise took place over the fields of Norfolk. These 1,200 parachutists, using American Flying Box-cars as transports, plunged from the sky in advance of their heavy equipment, which cascaded down sustained in the air by four or even eight parachutes, according to the weight of the equipment. One of the features of the drop was the use of 7,000-lb. platforms of special light steel with shock-absorbers for dropping heavy equipment. It was the first field trial of this new device.

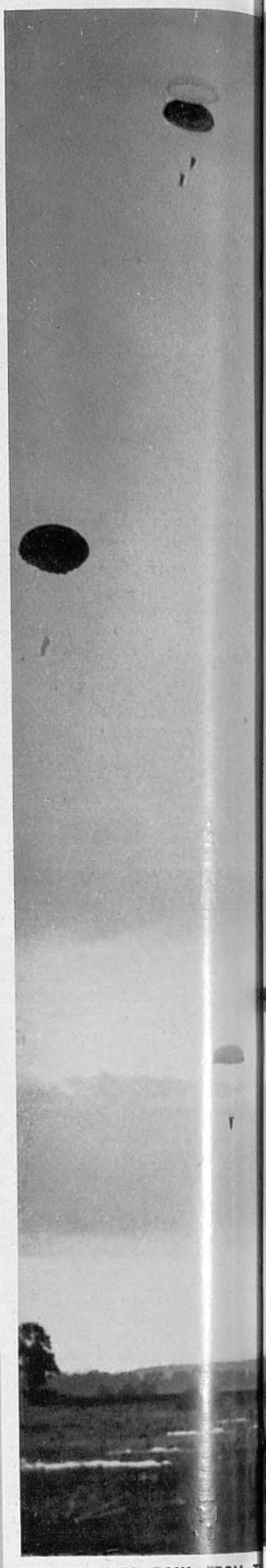
The platforms are supported by eight parachutes each. As things turned out, the new platforms were considered a great improvement on the 4,000-lb wooden types at present used.

First over the area was a single aircraft carrying a team of men to mark and organise the dropping zone "Enemy" troops hidden all round the zone held their fire until the first main wave of fifteen aircraft, carrying nearly 600 men, swept over in formations of three.

As the troops floated down, a heavy barrage of small-arms fire was opened up by the enemy. R.A.F. Meteors carried out low-flying strafing attacks when they had landed.

Two hours later the next 600 men were dropped and the heavy equipment followed half an hour afterwards.





PARACHUTISTS RAIN FROM T SKIES: Some of the 1,200 m descending to earth near St ford, Norfolk. Three of twenty-seven box-cars wh carried the parachute force seen directly overhead at moment of discharge. primary object of the ex cise was to get behind ene lines to render abortive suspected infantry attack. the men dropped to earth squadron of Meteors roa above them to indicate sort of machine-gunning tact which the enemy would most likely to employ.

On left—

FOUR PARACHUTES SUPPORTIN LOAD OF EQUIPMENT AS CAME TO EARTH: One of parachutes split wide open in descent, but it did not disintegr and the equipment made a landing. One of the features of exercise was the use of 7,000 platforms of special light steel w shock-absorbers for dropping he equipment. It was the first trial of this new device, which not yet been adopted by the Ar

SOME NOT-SO-HAPPY LANDINGS : These parachutes came to rest in the trees during the mass descent. *On left*—Some orthodox landings in which the troops came down smoothly. In the far distance can be seen the smoke-screen which was provided by aircraft in order to cover the descent.

RETURN FROM KOREA

530 ex-Prisoners of War are Welcomed Home at Southampton on Their Return from Korea on Board the "Asturias"

"IT IS A WONDERFUL FEELING TO BE BACK—INDESCRIBABLE!": So said one of 530 ex-prisoners of war from Korea who returned on the troopship *Asturias* last week. Here Trooper R. R. Richardson, of the 8th Hussars, is seen rushing to greet his wife and small daughter on the quayside at Southampton. More than a thousand relatives and friends, many of whom had spent the night at the docks, were there to greet the ex-prisoners as they stepped ashore in a typical English drizzle. The band of the Gloucestershire Regiment played on the quayside. The ex-prisoners said that only a very few among them had been seriously "brain-washed" by the Communists while in captivity. Rumours of disorder among the returning prisoners-of-war on board ship were authoritatively denied. Another batch of released prisoners from Korea, among them Lieut.-Colonel Carne, of the Glosters, is on its way home on the *Dunera*.

MEETING HER FATHER FOR THE FIRST TIME: Three-year-old Susan runs with her mother at Southampton to meet her father, Private J. Cox, of the Gloucestershire Regiment. Private Cox, who was a prisoner for nearly two-and-a-half years, has a doll ready for this happy moment. The *Asturias*, in the background, was dressed overall for the occasion; she was warmly greeted at all ports of call.

RETURN OF THE GLOSTERS: Three soldiers of the Gloucestershire Regiment share a wonderful moment with their wives and children on their return after more than two years of captivity in Korea. A large proportion of the ex-prisoners on board the *Asturias* were of the 1st Battalion, the Gloucestershire Regiment. The ribbon below their regimental flash is that of the American Presidential Citation which was conferred on the regiment after the heroic stand of the "Glorious Glosters" on the Imjin.

HAWKER SEA HAWKS OF 806 SQUADRON AT BRAWDY, PEMBROKESHIRE, SEEN DURING A SIMULTANEOUS CARTRIDGE START: The plumes of smoke rising from the fuselages of these aircraft are the exhaust gases from the cartridge starter motors. The cartridge, when fired, rotates the impeller blades in the jet engine, thus drawing in the first charge of fuel and setting the engine in motion. This method of starting was first used in the early days of the war on piston-engine machines. The type used in these Sea Hawks is a much modified version of this starter, especially adapted for use with jet engines. In the Royal Navy, the cartridge starter is preferred to the electric starter motor generally used by the R.A.F., as the former method is self-contained and not such a drain on the batteries of the aircraft as the electric motor. The Sea Hawk is the Navy's latest day fighter and has proved successful both as a land-based plane and operating from an aircraft-carrier. Earlier this year, tests were made with Hawker Sea Hawks flying from and landing on the new angled deck of a United States carrier.

SEA HAWKS MAKE A CARTRIDGE START

How Jets Get Into Action on the Runway

THE CENTRAL TERMINAL AREA OF THE NEW LONDON AIRPORT: These are the three architect's models of the Control, the South-East Face and the Eastern Apex Buildings, all occupying the diamond-shaped area enclosed within the runways of London Airport and reached by a tunnel from the Bath Road boundary of the flying field. The three buildings will cost about £3,500,000. *On left*—The main control building.

The Minister of Civil Aviation made public last week the plans for the central terminal area of London Airport, showing the three great buildings which are being constructed initially in the centre of the airfield. The estimated completion dates for these buildings are July 1955 for the control tower, September 1955 for the passenger-handling building, and January 1956 for the eastern apex building. The new terminal and its runways are planned on a most generous scale, and in the knowledge of the fact that by 1960 London Airport is expected to be handling more than twice as many aircraft as London Airport and Northolt together handled last year.

LONDON AIRPORT DEVELOPMENT

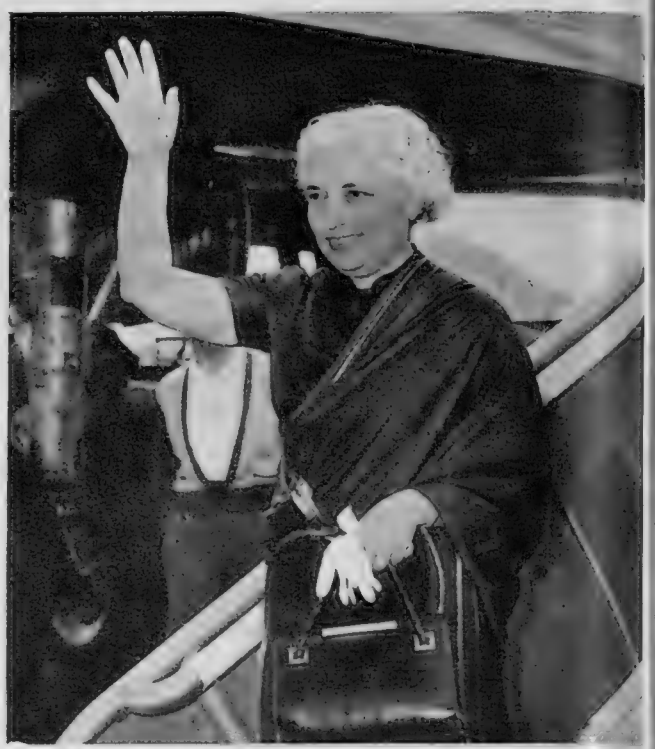
The Plans for the New Central Terminal Buildings

A Survey of the Foreign News in Pictures

NEHRU FAMILY ACTIVITIES

Truman and Stevenson Meet; the Man Who Saved the Sultan; the Royal Naval Funeral in Hong Kong; Ataturk's Last Resting-place

EX-PRESIDENT AND EX-GOVERNOR EXCHANGE COURTESIES: Harry Truman shaking hands with Adlai Stevenson when they met in Chicago for the recent conference of Democratic Party delegates. Leaders from all over the United States, with a few conspicuous absentees from the "Deep South," conferred on the future of the Democratic Party, and there was a 100-dollars-a-plate dinner to boost Party funds, which have been low since last November, when there was a great outpouring of wealth in the attempt to get Mr. Stevenson elected. Mr. Truman made it very plain in one of his speeches that he regarded Mr. Stevenson as the standard-bearer of the Party, and Mr. Stevenson made it no less plain in his speech that he means to give a lead. Those at the Chicago rally who want to see Stevenson make another attempt to win the Presidency in 1956 have been heartened by the recent Gallup Poll, which shows that no fewer than 67 per cent. of Democrats want him to stand again.



THE FIRST WOMAN PRESIDENT OF THE UNITED NATIONS ASSEMBLY: Mrs. Vijaya Laksmi Pandit, who was elected to office in New York last week, receiving 37 votes as against the 22 cast for the Siamese candidate. Mrs. Pandit, sister of Mr. Nehru, the Indian Premier, is the daughter of a wealthy Brahmin lawyer and, in common with her brother, was educated in England. At twenty-one she married Ranjit Pandit, also a lawyer, and, like him, she went to gaol for her anti-British activities. Mrs. Pandit was, indeed, imprisoned three times for her part in Gandhi's non-co-operation movement. Each time, it is said, she came out more determined than ever. Mrs. Pandit has been associated with United Nations affairs since the beginning. She was at the founding conference at San Francisco.

THE EARTH QUAKES IN A STREET IN CLEVELAND, OHIO: A bus and a private car amid the upturned road blocks on West 117th Street after a gas-main explosion had ripped the road apart. One person was killed and sixty-seven injured in this unusual disaster. Police cordoned off the area while the injured were rushed to hospital and emergency squads set to work to clear the street.

HONOURING THE MAN WHO SAVED THE SULTAN'S LIFE: General Guillaume, French Resident-General in Morocco, decorating Sergeant-Major King, of Calais, with the Cherifian Medal of Military Merit at the Marie Feuillet Hospital in Rabat. Sergeant-Major King, a French N.C.O., who is in charge of the training of the Sultan's Black Guard, threw himself on to the running-board of the car in which the would-be assassin attempted to drive down and kill the Sultan of Morocco during a procession in Rabat. King threw the assassin to the ground, but was stabbed during the ensuing mêlée. There is little doubt that but for him the Sultan would have been killed.

On left—

THE ROYAL NAVAL FUNERAL IN HONG KONG: The service taking place in the Naval Dockyard before the burial of the six members of the crew of the Royal Navy motor launch who were killed when they were fired upon by a Chinese Communist vessel while patrolling in the Pearl River estuary twenty miles from Hong Kong. At the service the Lesson was read by Vice-Admiral Sir Charles Lambe, Naval Commander-in-Chief, Far East, who arrived from Singapore for the occasion. Representatives of the Hong Kong Government attended and all the fighting Services were also represented.

ATATURK'S FINAL RESTING-PLACE NEARS COMPLETION: The remains of Kemal Ataturk, Turkey's famed Dictator-President, will be moved on November 10—the fifteenth anniversary of his death—to this great mausoleum on a high hill overlooking Ankara, the modern capital city he created from a small provincial village. Ataturk ruled over Turkey for fifteen dynamic years, leading a revolution to Westernise his country, now a pillar of N.A.T.O. He eliminated Islam from his country's laws, schools and constitution; he abolished the fez and the veil; he gave women equal rights, and ordered Turks to use the Western alphabet. Turkey will put on a big demonstration in honour of Ataturk when his body is moved to the mausoleum from its present provisional resting-place in a former museum.

A PARISIAN BUTCHER PLAYS HIS PART IN THE DRIVE TO SAVE THE FRENCH ECONOMY: This butcher's shop proclaimed to every passer-by the great reductions it was offering in response to the plea of M. Laniel's Government that the road to national economic salvation lies in lower prices. This is by no means the first time that this expedient has been tried.

M. Mollet, one of the Opposition leaders in the French Assembly, has had nothing but scorn for the present attempts of the Laniel Government to reduce prices and put the French economy in order, and he has declared that the reactionary Right has been able to govern in the face of popular conceptions, thanks in part to the role played by the Communists in the French Parliament. His words are significant at this juncture in that it now seems certain that M. Laniel's Government will come under heavy fire when it reassembles, and another change of Premier seems to be indicated. Meanwhile, M. Fauré, the Finance Minister, has pushed ahead with his "four-week" plan for righting what is wrong in France, and it seems that he has produced a Budget which goes a long way towards bridging the great financial gap. That the bridging has been largely done by American aid for the Indo-Chinese campaign there is no gainsaying, but it can be said that Fauré has done better than any of his immediate predecessors.

INDIA'S PREMIER WAITS TO GO IN TO BAT IN THE GREAT CHARITY CRICKET MATCH AT DELHI: Mr. Nehru leaning on his bat as he watched the game from the stands. On the right is the rival skipper (who did not appear on the field), Sir Sarvepalli Radhakrishnan, the Vice-President of India. The match was held to raise funds for the Prime Minister's Flood Relief Appeal, and actually £7,000 was collected. The match aroused widespread interest, and both sides took it very seriously, not least the leader of the Communists, Mr. A. K. Gopalan, who took up cricket only a month ago. One correspondent has described Mr. Gopalan as an aggressive if not technically-equipped batsman. The same may be said of Mr. Nehru, who scored one run and might well have scored another.

TOGETHER THEY HAVE SET UP A NEW GLIDING RECORD: Madame Andrée Mattern and Mlle. Louisette Augur seen at Poitiers at the end of their flight of 180 miles from Chavenayn. They took off from Chavenayn at 11.30 in the morning and six hours later reached Poitiers, having had an uneventful trip in their two-seater CM 7-02.

QUEEN JULIANA OPENS THE DUTCH PARLIAMENT: Her Majesty enthroned in the Hall of Knights at The Hague, where she addressed a joint session of the States General. On the right is seated the Prince of the Netherlands. In her speech Queen Juliana said that her Government believed that economic integration is one of the essential steps in the creation of a European community. The Queen also declared: "1953 will always be remembered as the year of the floods that caused so much sorrow and did so much damage. But connected with this memory will be the recollection of touching sympathy at home and abroad, of warm spontaneity in the offers of help, and a great willingness to make sacrifices."

THE RUINS OF THE FOURTEENTH-CENTURY PRIORY OF MOUNT GRACE, NEAR NORTHALLERTON, IN YORKSHIRE, WHICH HAVE PASSED TO THE NATIONAL TRUST: The property has been accepted under the National Land Fund from the executors of the late Sir Maurice Bell in lieu of death duties. It is hoped that the ruins will be open to the public in 1954.

ENGLAND'S HERITAGE

SOME RECENT ACQUISITIONS BY THE NATIONAL TRUST; ECCLESIASTICAL DEVELOPMENTS; AND OTHER ARCHITECTURAL NEWS

At a conference held last week by the National Trust it was stated that most of the Trust's special resources were exhausted and that the high rate of repairs and improvements maintained since 1947 could not continue. Economies would have to be introduced and the Trust would have to defer for the time being various schemes for the improvement of its properties. A reserve fund has been created and the Council of the Trust appeals to members and supporters for donations.

At the same time it was announced that the Trust had acquired several new properties, one of them being the ruins of the fourteenth-century Priory of Mount Grace, near Northallerton, transferred from the Treasury. The Priory is the most important Carthusian site in England, and the remains include the great courtyard, with many of the monks' cells, and the monastic church. Originally, the buildings were ranged round two courtyards, divided by the small, plain church and the Prior's house. Each monk had a cell consisting of a living-room, a bedroom and an oratory above, and each cell had its own plot of garden. The National Trust have placed the ruins under the guardianship of the Ministry of Works.

COMMEMORATING RICHARD TREVITHICK, THE CORNISH ENGINEER AND PIONEER OF HIGH-PRESSURE STEAM: The plaque at Holman's Museum, Camborne, which commemorates Lord Falmouth's presentation to the Cornish Engines Preservation Society of a 40-ft.-high Robert Trevithick rotative Cornish beam engine. Lord Falmouth, who is president of the Society, is seen standing between (left) Mr. Treve Holman (chairman) and Captain R. E. Trevithick, a great-grandson of the Cornish engineer. *On left*—This was the scene outside Trevithick's white-washed cottage at Penponds, near Camborne, after the unveiling of a commemorative plaque erected by the Preservation Society. The plaque, which records the engineer's residence at the cottage from the years 1771 to 1833, is seen in position high up on the side of the cottage.

PLANNING THE PRESERVATION OF A FAMOUS ESSEX LANDMARK : The extremely dilapidated condition of the eighteenth-century Tidal Mill at St. Osyth, which has been causing much anxiety for some time past, may soon be repaired. It has been examined by the Ministry of Housing and Local Government, who consider the mill to be of great historical and architectural interest, and plans for its restoration are under consideration. St. Osyth's is one of the three remaining tidal mills in the county of Essex.

A SIXTEENTH-CENTURY COWSHED IS TO BECOME A CHURCH : The exterior of the oak-beamed cowshed at Lower Bevendean, near Brighton, which is being converted into a church for about fifty people. The building, part of Lower Bevendean Farm, has been leased by Brighton Corporation to the Diocese of Chichester. Pews are taking the place of cattle stalls and outbuildings are being converted into a vestry and meeting hall. It is in the parish of St. Andrew's, Moulscombe.

THIS SIXTEENTH-CENTURY COTTAGE HOUSES THE OFFICE OF A SURREY BOROUGH'S PARKS DEPARTMENT : The cottage of plaster and massive oak beams stands between modern buildings in the Broadway at Cheam. It is said to be the oldest building in the Borough of Sutton and Cheam and has been used, in addition to the office of the Parks Department, as the local museum. In 1950 the house was said to be fast falling into disrepair, and a report stated that few people had a chance of seeing in a proper manner the valuable relics which stood on the dusty shelves inside. About thirty years ago, when the cottage was threatened with demolition for road widening, Americans tried to buy it for re-erection in the United States. Very strong local feeling, however, resulted in its removal to the present site.

A SOUTH LONDON LINK WITH QUEEN MARY : St. Luke's Church, Camberwell, to which Queen Mary was regularly taken as a young girl by her mother, the Duchess of Teck, and in which she retained a lifelong interest, is being rebuilt. The Duchess of Teck adopted St. Luke's as her South London church even before the last building began in 1876. On Sundays she drove there from Kensington Palace with her family, and she took an interest in the great amount of parish work done, particularly for working-class mothers. The parish room where they worshipped still stands. Queen Mary made a private visit to the church and its clubs in March 1927, and Her Majesty planted a tree in memory of her mother and another to commemorate her visit. The church was wrecked by high-explosive bombs in 1940.

On left—
A SUSSEX GARDEN FOR THE NATION : The summer border with clipped yews in the garden at Nymans, Handcross, which, together with an endowment and 600 acres of farmland, has been accepted by the National Trust under the terms of the will of the late Colonel L. C. R. Messel. Apart from some fine specimen conifers and two magnificent groups of azaleas on the lawn, which are more than a century old, Nymans garden is essentially the creation of Colonel Messel's father, who acquired the property in the '80's. Mr. Messel was an enthusiastic collector of rare trees and shrubs, and was among the pioneers in the creation of a garden mainly devoted to them. As a result, specimens of many rare plants are to be seen at Nymans of an age and size which are equalled in few other gardens. Colonel Messel continued his father's work with equal enthusiasm after succeeding to the property in 1916. He almost doubled the size of the garden and added the fine woodland plantings on the far slope of the road from the house.

THIS IS THE SPOT AT WHICH PAULINUS, FIRST BISHOP OF YORK, BAPTISED 3,000 NORTHUMBRIANS AT EASTER IN THE YEAR 627 : Lady Well, Holystone, Northumberland, which has been given to the National Trust by the executors of the late Mr. Henry Thomas Beavan, of Shawden Hall, Alnwick. The well consists of a large quadrangular basin filled with very clear spring water. The basin is surrounded, by a grove of old trees, the whole comprising about half an acre. Arrangements will soon be made for visitors to see the well.

THE JET-AGE AIRMAN DEPENDS ON THE TRICKS OF HIS ANCESTORS TO SURVIVE IN THE BARREN ARCTIC COUNTRY : Two Canadian airmen attending the Arctic Survival School at Edmonton show how to light a fire with the aid of a primitive bow and spindle.

AN INSTRUCTOR DEMONSTRATING HOW TO SET A SNARE : Every opportunity of snaring wild life must be taken by an airman if he is to survive in the Arctic.

CANADIAN AIRMEN ARE SHOWN HOW TO SURVIVE SHOULD THEY CRASH-LAND IN THE ARCTIC : An improvised shelter erected by airmen attending the R.C.A.F. Survival School at Edmonton. The airmen are taught how to live off the land in the event of becoming marooned in the barren territory north of the Arctic Circle. The instructors at the school, which provides some of the toughest outdoor training in the world, are experts at living on the few amenities afforded by the land, and train about 2,000 men a year.

A WATER-HOLE IN FROZEN WAPITI LAKE : The hole has been made by chopping through the thick ice on the lake. A fir sapling is used to mark the hole. In many places in the Arctic the only means of obtaining water is by melting ice.

HOME-MADE SNOW-SHOES USED BY CANADIAN AIRMEN : To complete the survival training course, each student must make a five-day trek, using improvised survival equipment.

SURVIVING IN THE ARCTIC

Canadian Airmen are Shown How to Exist on the Few Amenities Afforded by the Barren Country North of the Arctic Circle

ANYONE can survive in the Arctic. With a minimum of the right kind of equipment and with the knowledge to use the resources of the barren northern bush country, no one need die if marooned somewhere in the winter wilds of Northern America.

To drill this maxim into its air crews is the aim of the Royal Canadian Air Force. An Arctic Survival School has been set up near Edmonton, Alberta, where instructors, who are experts at living off the land, teach about 2,000 men a year how to survive if they are forced to make a landing in the isolated northland.

In the winter of 1942, a Mitchell medium bomber, with a crew of seven American airmen, came down in weather that was " 40 below " on the coast of Labrador. Unfortunately, they had not been trained in winter survival methods. What 's more, they were not properly equipped for flying over such country. The seven men had only four sleeping-bags. For food they had eight cans of chicken à la king, three cans of peanuts, five cans of fruit, some crackers, cheese, fig bars, chocolate bars, tinned meat, candy and twenty-four bottles of soft drinks. Adequate for a picnic, but the coast of Labrador is not recommended for a holiday outing in December.

There was nothing wrong with the morale of the crew. The diary they left proves that. But with no knowledge of the type of country, they did most of the wrong things and few of the right. They saw game, and although they had guns they did not shoot it. They stuck to the plane and eventually died of exposure and starvation two months later. Fifteen miles away they could have found shelter, food and rescue at an Eskimo village.

The Survival Training School operated by the R.C.A.F. is designed to prevent needless casualties of this sort. And although few may ever be called upon to use the training, the course serves a very valuable morale-building purpose in dispelling the strong fear of the Arctic in most trainees. Most Canadian airmen will at some time be flying over Arctic or northern bush regions. With survival training behind them, they no longer fear the possibility that they may have to make a forced landing hundreds or even thousands of miles away from help.

The instructors at the school are not just other airmen who have graduated from a course. From the commanding officer, Squadron-Leader Scott E. Alexander, down to the N.C.O.s and civilians who form the training staff, all instructors are men who have lived in the Arctic or the north-western bush.

Alexander and his chief instructor, Flying-Officer Reg Goodey, are both former Mounties who have lived and worked many years well to the north of the Arctic Circle. Both speak several Eskimo dialects, and together they have spent months on the Arctic trails living entirely off the inhospitable country.

At the present time, all field training for both winter and summer bush survival is given in the Rocky foothills. Completing base camp instruction at the camp near the Alberta village of Hargwen, each class is sent on a five-day trek. With packs and equipment they hike to specified areas, where they must build shelters and exist on their special survival rations, plus any game they can catch.

Each crew of eight or nine is equipped with a shotgun. By this time, also, they know how to set snares for rabbits, squirrels, birds and even mice, lemmings, and other small animals which may provide meat for the pot. Few classes go through the five-day trek without supplementing their issue rations with bushland game.

In the bush, student airmen soon learn that one of the most valuable pieces of survival equipment is a parachute. The nylon life-saver can be used to improvise a tent, a lean-to or a roof for a large bush shelter. Shroudlines are unbreakable and serve a dozen purposes. The shrouds, when unravelled, produce nylon threads for fish-net material, snares, and many other uses.

The course is not limited to R.C.A.F. personnel. Canadian Army officers and men are frequently among the trainees, and from time to time the American airmen and instructors go through the rugged two-week treatment.

To-day, in this breathless age, the Royal Canadian Air Force is training its men to pilot jet planes that rival the speed of sound. It is training mechanics to cope with the intricacies of the most complex gas-turbine engines. But at the Survival Training School airmen are brought briefly back to earth and taught the arts of the Stone Age, so that if the marvels of the modern age fail them, they will know how to cope with the problem of living in those isolated parts of the world where civilisation is no more than a rumour.

PREPARING TO BE RESCUED IS THE ULTIMATE AIM OF ARCTIC SURVIVAL : These students of the Arctic Survival School, " marooned " on the frozen waste of Wapiti Lake, are attempting to attract the attention of a passing aircraft. Tall letters are made from fir boughs and signal fires are lit. Green or damp wood is used for these fires so that the greatest amount of smoke possible is given off.

A RUSSIAN PALACE IS RESTORED

Once the Magnificent Home of the Czars, the Eighteenth-century Palace at Peterhof is Restored After Damage during the Last War

The restoration has now been completed of the eighteenth-century Palace at Petrodvorets, or Peterhof. Not far from Leningrad, these fine buildings, renowned for their sculptures and fountains, suffered considerable damage during the fighting in the last war. A few statues were hidden in the grounds, but after the war much had to be built anew and restored.

Peterhof was built for Peter the Great in 1715. It was originally intended as a residence for the Czar when he was on his way to supervise the shipbuilding at his new Baltic ports. But it soon became Peter's summer residence, where he received Ambassadors and Russian and foreign guests. Peterhof also housed the first picture gallery in Russia, and Peter acquired many Flemish works.

The palaces and grounds, with their white towers and baroque domes, the cascading fountains and the elaborate sculptures, provide a strange contrast in design. Much of Peterhof was built by Leblond, and the influence of early eighteenth-century French architecture dominates. But there is an "English" palace built in 1781-89 by Giacomo Quarenghi.

Peterhof was a residence for the Czars until 1914. Now, after the damage of the Second World War, Peterhof has been restored to maintain its position as one of the architectural sights of Russia.

THE GRAND CASCADE OF FOUNTAINS AT PETERHOF: The view from the upper terrace in front of the Grand Palace at Peterhof, near Leningrad, once the summer palace of the Czars. The eighteenth-century palace and its grounds and fountains were severely damaged by the Germans during the war. Now a general restoration of Peterhof has been completed, and the system of fountains has been repaired and reorganised.

FRENCH ARCHITECTURE AT A RUSSIAN COURT: The Ekaterininsky wing of the Monplaisir Palace, one of the many beautiful buildings at Peterhof. Monplaisir was built by the French architect, Leblond.

THE "SAMSON" FOUNTAIN RESTORED: This was built in 1735 to commemorate the Russian victory at Poltava. It has been restored under the direction of the Russian sculptor, Simonov.

THE ALLEY OF FOUNTAINS AND THE GRAND PALACE: The cascade consists of sixty-four fountains which, like the Grand Palace, were originally built between 1715 and 1721 for Peter the Great.

SHELTERING UNDER THE "UMBRELLA": The Mushroom Fountain, which was built in 1798, affords amusement to the young visitors to Peterhof. Many of the fountains and monuments were completely destroyed in the fighting during the war, and much has had to be rebuilt.

THE LIVERPOOL SKYLINE—A SIGHT FAMILIAR TO THE DEPARTING AND ARRIVING WORLD TRAVELLER AND NO LESS TO THE DAILY COMMUTER BY FERRY: Just to the right of the Royal Liver Building is the Cunard Building, a reminder of the great part that the port of Liverpool has played in the history of Cunard. It was from Liverpool in 1840 that Samuel Cunard set out in the first Cunard liner which reached Boston in 14 days 8 hours, and set going the Atlantic ferry service.

CUNARD ON THE WESTERN OCEAN

The Story of a Great Shipping Enterprise, Which in Its 113 Years Has Covered All the Oceans of the World, but is Most Closely Associated in Men's Minds with the Development of the Atlantic Traffic

By JOHN MAY

Up to the year 1838 the Admiralty, to whom belonged the duty of arranging postal contracts, had always sent mails for America in sailing ships. As far back as 1702, the packet ships to Barbados, Jamaica and the southern States of North America had been sailing from Falmouth. Towards the end of the eighteenth century, however, the port of Liverpool began to gain in importance—an importance which had sprung from the growth of the American trade and the industrial awakening of Lancashire and Yorkshire. In 1839 there appeared upon the Liverpool scene Samuel Cunard, the son of a Philadelphia merchant and the agent for the East India Company in Halifax, Nova Scotia, and it was this man of enterprise working in this new, fast-developing port who revolutionised passenger and mail-carrying on the North Atlantic.

How Samuel Cunard set about his task, raised the money for his first fleet of four vessels to operate the mail contract, and then implemented a regular, well-timed run upon the North Atlantic is one of the great mercantile romances of modern times. In the following article John May describes Cunard development over 113 years, bringing the story up to date with the emergence of that wonderful post-war cruise ship, the "Caronia," which now spans the world with her dollar-earning luxury cruises—a massive ship more like a yacht than a liner, and offering standards of comfort which Dickens would never have dreamt possible in the days when, somewhat grumblingly, he did his Atlantic voyaging in Samuel Cunard's pioneer paddle-steamer, "Britannia."

The drawing of the Liverpool skyline is the work of Claud Muncaster, R.O.I., and also illustrating the article are pictures by C. E. Turner, the distinguished marine artist, who has recorded many of the ships in the great Cunard fleet, showing their activities in peace and war.

SIR SAMUEL CUNARD: The celebrated shipowner was born at Halifax, Nova Scotia, in 1787. He came to England in 1839 and signed a contract for the fortnightly mail service between Liverpool, Halifax and Boston.

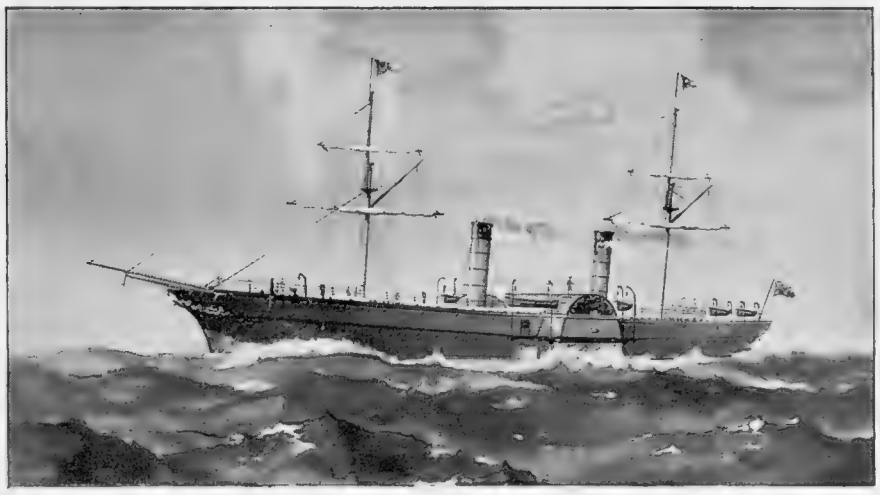
"COAL-BASKETS such as you have on board when full weigh about 50 lb. each. At six in the morning your engineers should weigh twenty-three baskets-full of coals, which will give you about half-a-ton. This is not a perfect rule, but is sufficiently so to enable you to arrive pretty near the consumption going on. Burn up all the ashes; throw nothing overboard—there are riddles (sieves) on board."

When on the first day of July the *Queen Elizabeth* set forth from New York on her home run to Cherbourg and Southampton, among her 1,300 crew none was counting coals by the bushel basket, but the connection was, nevertheless, there. Secretly, because it was in time of war, the *Queen Elizabeth* had set out on her maiden voyage from the Clyde to New York on Saturday, March 2, 1940. Joyously, out of Liverpool 100 years before on Friday, July 4, 1840, had sailed her direct ancestor, a little wooden ship powered with paddle-wheels and sails, the *Britannia*. It is certain, however, that her master, Captain Woodruff, husbanding his fuel carefully, and "taking advantage of every slant of wind," never dreamed of the tremendous developments that were to follow him.

THE MAIDEN VOYAGE OF THE "BRITANNIA": The paddle-steamer seen at the start of her maiden voyage in 1840, marking the commencement of the first regular Atlantic steamship line. The *Britannia*, the pioneer vessel of a fleet of four, was 207 ft. long and had a tonnage burden of 1,154. Her cargo capacity was 225 tons and she was fitted for the accommodation of 115 cabin passengers.

The *Britannia* was 207 ft. long, with a beam of 34 ft. The *Queen Elizabeth* is 1,031 ft. overall and 118 ft. broad. The paddle-steamer carried 115 passengers, with a tonnage burden of 1,154; the liner takes 2,288 passengers, and her gross tonnage is 83,673. The little wooden ship had engines with an indicated horse-power of 740 to drive her paddles. The main engines of the *Queen Elizabeth*, largest liner in the world, develop 160,000 shaft horse-power, and drive four propellers each weighing 32 tons. Yet both are famous ships of the Cunard Line. The *Britannia* was the first of a pioneer fleet of four sister-ships; the *Queen Elizabeth* is the greatest of the ships to fly the Cunard house flag, and the Cunard and associated lines to-day number some eighty ships, with a total gross tonnage of just about one liner less than 1,000,000 tons.

Fourteen days and eight hours out of Liverpool the little *Britannia* steamed into Boston. She had maintained a speed of some 8½ knots, on a coal consumption of 38 tons daily. Samuel Cunard himself was on board. The welcome was tumultuous. Within a week he had received 1,800 invitations to dinner. There was a magnificent public banquet.



THE END OF THE PADDLE-WHEEL ERA—TWO EARLY TYPES OF CUNARDER WHICH PLIED THE WESTERN OCEAN: *Left*—At the time of her launching in 1856 the Cunarder *Persia* was the largest ship in the world and was also the first iron-built Cunarder in the mail service. Although the screw propeller was now established, the Company deferred to their passengers and made the *Persia* a paddle-wheel type. She had accommodation for 250 cabin passengers and was a general favourite. *Right*—The *Scotia*, the last of the paddle-wheel liners run by Cunard. She was built in 1862. Her gross tonnage was 3,871 and she had an average speed of 14½ knots. Her coal consumption was 159 tons per day. For a number of years the *Scotia* and the *Persia* held the position of chief favourites with passengers.

FOR TWENTY-TWO YEARS SHE HELD THE BLUE RIBAND OF THE ATLANTIC: The Cunarder *Mauretania*, of 31,937 gross tons, seen as she appeared at the height of her long career. *Below*—The *Mauretania*, dazzle-painted for wartime service, leaving New York in 1918 with American troops on board. The first *Mauretania*, built in order to win back for Britain the Atlantic Blue Riband, was a sister-ship to the ill-fated *Lusitania*. Her speed record was eventually broken by the German liner *Bremen* in 1929. The first *Mauretania* was broken up in 1935. The second *Mauretania*, of 35,667 tons, was launched in 1938, and is still doing grand service.

He was given a silver loving-cup 2 ft. tall. It was the first reward and acknowledgment of great farsighted enterprise.

In those days, sea travel was feared and loathed. The obsolete Government windjammers that carried mails were commonly called "coffin brigs." Heeling to the wind, a sailing ship was at best bound to be uncomfortable. "The floor of your room is sloped at an angle of 20 or 30 degs.," wrote Ralph Waldo Emerson. But steam was hissing its way into transport both on land and sea. Four steamships had crossed the Atlantic. And at last the Admiralty decided to issue circulars inviting tenders for the regular carrying of Her Majesty's mails by steam vessels to America.

Samuel Cunard, a shipowner, merchant and agent for the East India Company in Halifax, Nova Scotia, saw that his chance had come. He sailed for England and submitted an impressive tender to the Admiralty. At home and in London he could gain little support. But the Secretary of the East India Company gave him a letter of introduction to Robert Napier, a pioneer Clyde shipbuilder and engineer. Napier introduced him to George Burns, a Scottish coastwise shipowner. Burns brought in David MacIver, and together they raised just over a quarter-million in finance. The Admiralty accepted their tender for a fortnightly mail run between Liverpool, Halifax and Boston, and with a subsidy of £81,000 a year "the British and North American Royal Mail Steam Packet Company" set about building its first four vessels, the *Britannia*, *Acadia*, *Caledonia* and *Columbia*.

More than a century of research, building and replacement has followed since then. In July, the Cunard Company completed its 113th year of service in what Mr. Frederic Alan Bates, then Chairman, said in his annual statement in April, "has come to be

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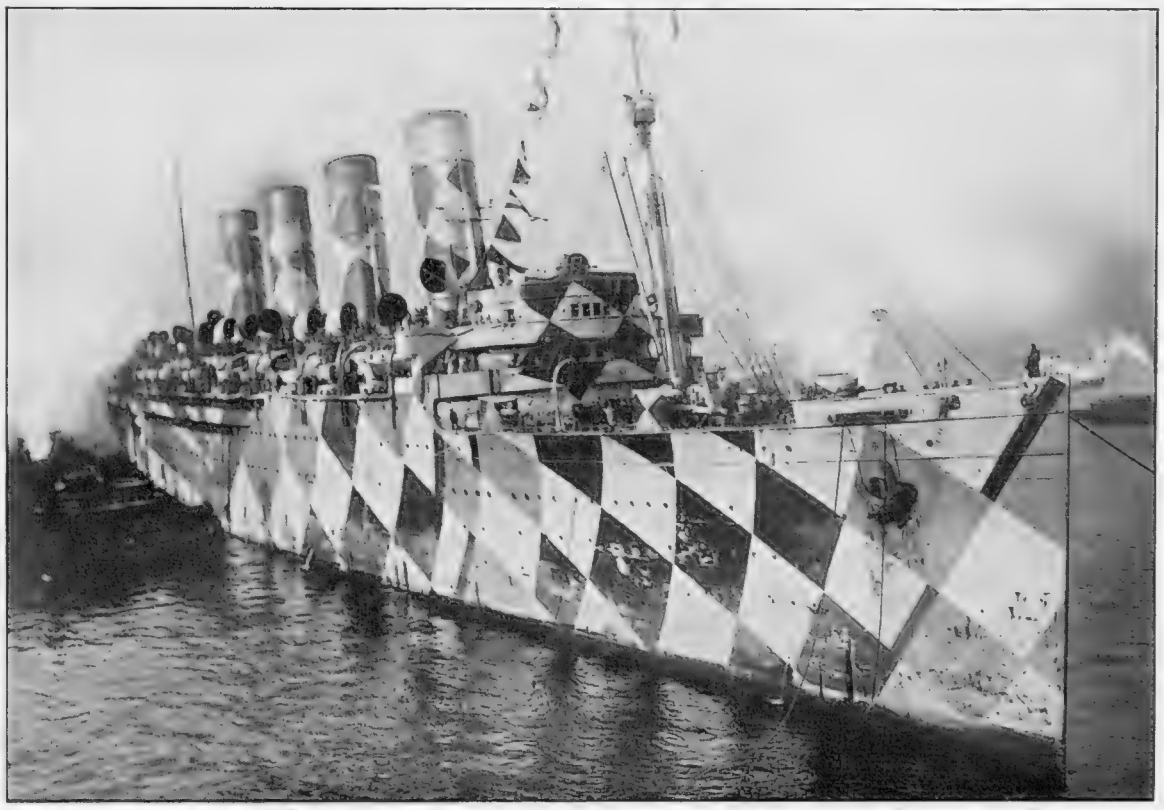

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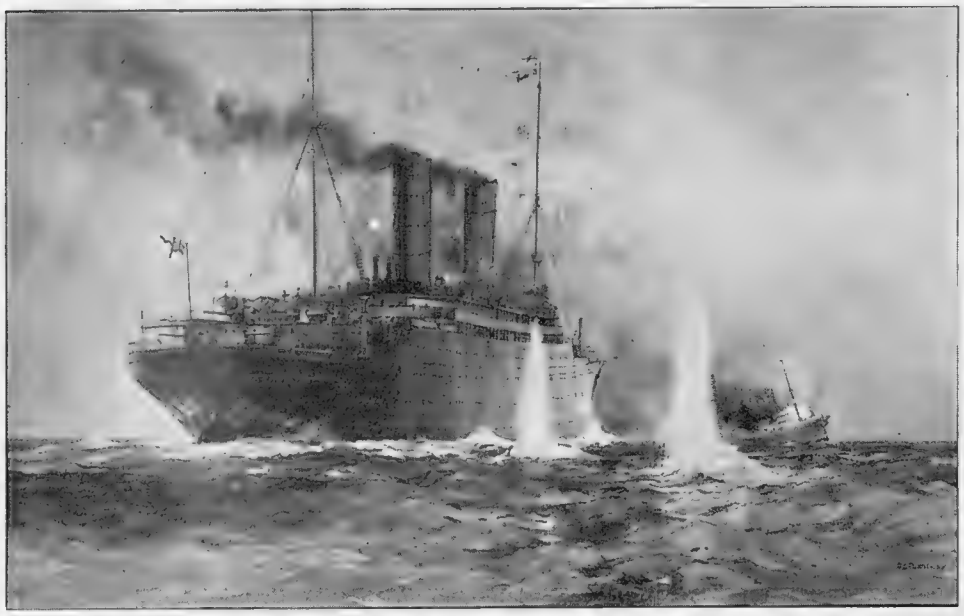
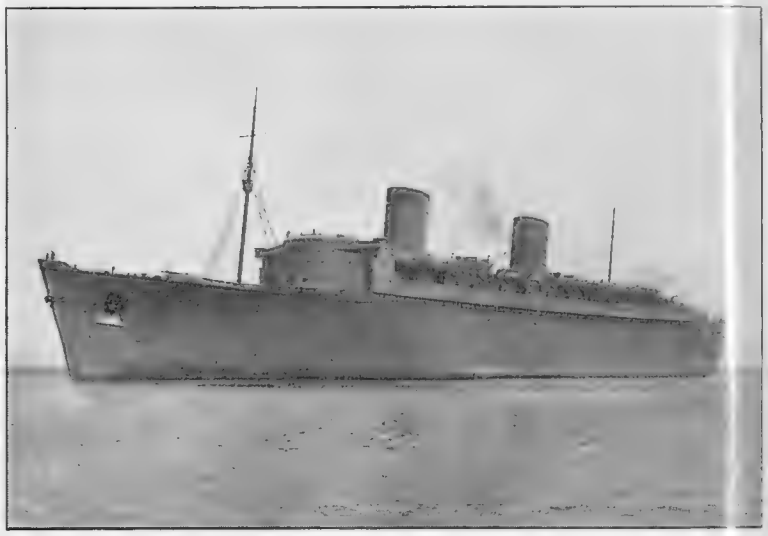
CUNARD ON THE WESTERN OCEAN



THE FIRST WORLD WAR—A CUNARDER ENGAGES IN A RUNNING FIGHT IN THE SOUTH ATLANTIC: This is C. E. Turner's famous picture of the *Carmania* engaging the German armed liner *Cap Trafalgar* off Trinidad Island in September 1914, one of the most celebrated of all single-ship actions fought in either of the two World Wars. After a running fight, the *Cap Trafalgar* was sunk. The *Carmania* was one of the first liners on the New York run to be turbine-propelled. She was, as this picture shows, a most gallant and distinguished temporary man-of-war.

THE "AQUITANIA" LEAVING SOUTHAMPTON ON HER LAST VOYAGE: This is another of C. E. Turner's fine marine paintings. This was specially painted in 1950 to commemorate the famous ship and it hangs in the liner *Queen Elizabeth*.

SHIP DECOR AND FURNISHING IN THE TWENTIETH CENTURY: A view of one corner of the ballroom in the *Queen Mary*, with wall paintings by Anna K. Zinkeisen, R.O.I. The furnishing and decor are the work of Hampton's, of Pall Mall East, who have won a great reputation in this field. The chairs and tables are of sycamore. The woodwork round the murals is of champagne-toned sycamore.



THE SECRET START OF A MEMORABLE CAREER: The *Queen Elizabeth* passing down the Clyde towards Tail o' the Bank in February 1940 before setting out on her famous secret voyage to New York on March 2. At this stage some lifeboats were not in position. These were taken on board when the liner reached Greenock.

WHEN THE TWO "QUEENS" MET AT SEA FOR THE FIRST TIME—AND IN THE MOST UNEXPECTED OF PLACES: The *Queen Mary* (left) and the *Queen Elizabeth* seen outside Sydney Heads, New South Wales, in 1941. The liners were at that time based on Australia and were engaged in trooping to the Middle East. When trooping in the Atlantic the "Queens" each carried as many as 15,000 troops per voyage. They steamed too fast to be caught by the U-boats.

(*Continued from page 459*)

own as the North Atlantic Ferry." (Mr. Bates has ince retired from the chairmanship, to be succeeded y his brother, Colonel Denis H. Bates.) In the year he Cunard group had steamed 3,869,000 miles, and arried 3,160,000 tons of freight. By a strange chance, he year's passengers totalled the exact number of the ounds sterling in Samuel Cunard's original capital—70,000. The issued capital now, in contrast, is over 10,000,000, with reserves of more than £30,000,000. s well there are two subsidiary companies, the Port ine and Thos. and Jno. Brocklebank.

It is a proud position in world shipping which was ot easily attained. From the first there was competition. The owners of the steamship *Great Western* ade, unsuccessfully, a rival tender to Samuel Cunard's. merican clipper sailing-ships were hitting up 15 knots or six and ten days at a time before steam finally efeated them. From 1850 the American-owned Collins ine competed for a spell, and German ships later. atterly the U.S.A. has again entered the race.

Boston's merchants realised from the first what a oost to their prosperity Cunard's ships would bring. hen the *Britannia* was ice-bound in Boston Harbour February 1844, they liberated her by cutting a canal rough the ice, seven miles long and 100 ft. wide, at eir own expense. More and larger ships were added the service. Now one every Saturday left Liverpool r New York and Boston alternately. The Admiralty ised the subsidy to £173,340 per annum. More ships ere built, one—the *Arabia*—being the last of the ooden steamers. The elementary duck-like method paddle propulsion was on the way out, too. The last d finest paddle-ship ever built for the Cunard Atlantic rvice, the *Scotia*, was launched in 1862; she was the cond largest ship in the world in her time, and broke l the Atlantic records, crossing from New York to iverpool in eight days and twenty-two hours. But eady in the year following the Great Exhibition of 51 the first six iron, screw-propelled Cunarders had en laid down for the Mediterranean service.

The " character for speed and safety " which Cunard, urns and MacIver had urged upon the attention of their st master, Captain Woodruff, became solid reputation. assengers began to realise that crossing the Atlantic as not the terror which sailing-ship ravellers said. The flow of what ater were to be called V.I.P.s had eady begun: Dickens in 1842, hackeray in 1853, and many more. migrant accommodation was now ing fitted into some of the Cunard ips. There was a new Columbus every village and dozens in every own willing to dare the ocean, discover America and make a fortune.

Then the screw ships, still carrying canvas, began to beat the paddle ecords. In the same year as the st paddler, the *China*, the first verpool–New York mail screw teamer was built for Cunard. Then, ithin eight years, came a dozen ore. The most famous was the eauti ul *Russia*, with a clipper bow, ingle unnel and three masts. She as 353 ft. long, carried 430 passengers and crossed from New York to ueen town in only minutes more an eight days. But once again e be t was also almost the last of lin of development. The econo- cal ompound engine, with better eeds for less fuel, came in, and nar- eagerly went over to them. n 18 9 one of a batch of large rew steamers was the *Gallia*, of oo ons, with three decks, and a eed of over 15 knots. The parent present-day liners, she looks in ngravings like a modern-shaped hip on which a fanciful artist has superimposed sails.

On the business side other great hanges were taking place. The ostmaster-General took over esponsibility from the Admiralty nd cut the subsidy drastically. unard, Burns and MacIver bought ut the original shareholders. Sir amuel Cunard himself died in 1865, nd the business became a £2,000,000 oint stock company in 1878, with hares first offered to the public a ouple of years later. Having maintained their Canada trade until the 30's, Cunard re-entered it in 1911 y acquiring the Thomson Line. leantime, only four years after unard died, the rival Oceanic team Navigation Company, the hite Star Line, had been started. ts first vessel was the first on the tlantic with passenger accommodation amidships. One of its next air was in service seventy years! nd then in 1934 Cunard and hite Star merged, as Cunard-hite Star Limited, to become nce again purely the Cunard Line n 1950.

All this time, technical development had gone racing on at headlong peed. From sail to paddles and hen to screw; from wood to on and then to steel; from

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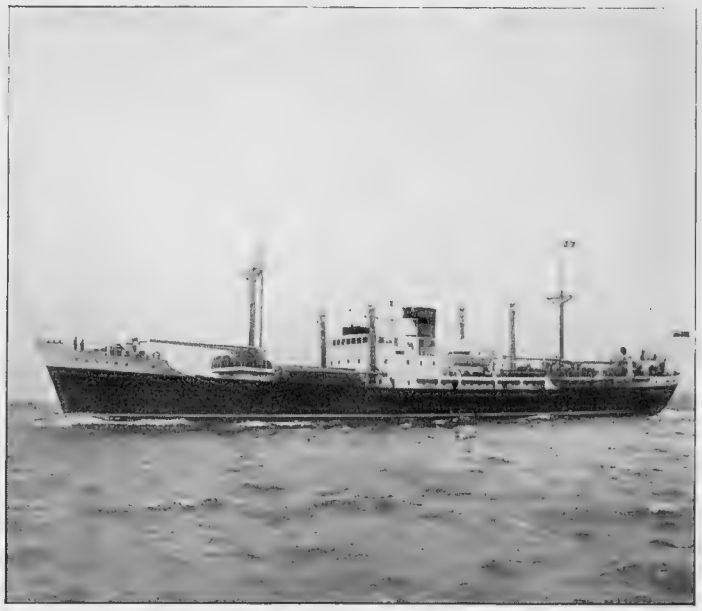
A GATHERING OF GREAT SHIPS BENEATH THE TURRETS OF MANHATTAN: This aerial view, showing in the foreground the Cunard Piers in New York, in the heart of mid-town Manhattan, was taken as the *Britannic*, the *Queen Mary* and the *Mauretania* lay in dock at the same time. The *Britannic*, of 27,666 tons, is one of the world's largest motor-liners, offering first and tourist service on the Atlantic run. She is also famous as a cruise liner. The *Mauretania* is the second of the giant Atlantic liners bearing this honoured name.

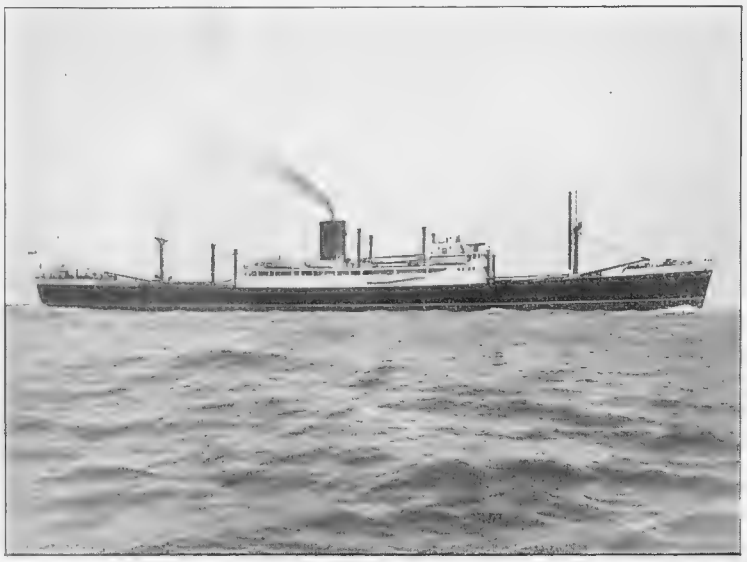
THE "CARONIA" SETS OUT ON HER MAIDEN VOYAGE: This famous cruise ship, built since the war and a prodigious dollar-earner, is seen as she left on her maiden voyage in January 1949. The *Caronia* was built essentially as a cruise ship, although she plays her part also in the Atlantic run. This year she completed a Coronation cruise from New York, visiting Africa, Spain, Portugal, Ireland, Scotland, Sweden and Norway before arriving at Southampton on June 1 in time for passengers to attend the Coronation.

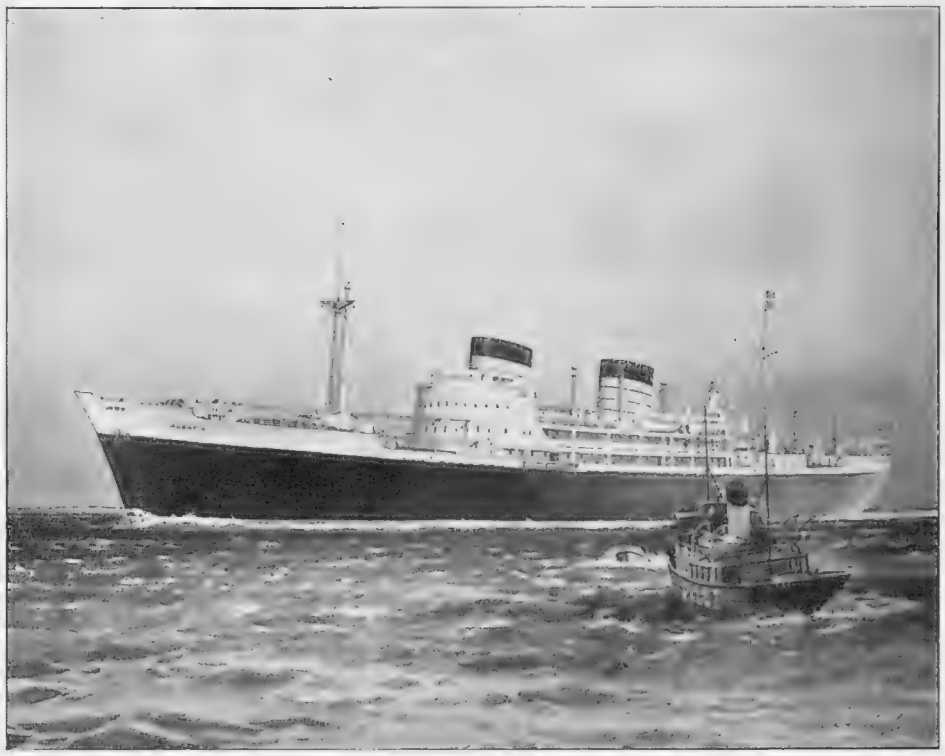
CUNARD ON THE WESTERN OCEAN

THE "PARTHIA" IN THE CAPE COD CANAL, BOUND FROM BOSTON TO NEW YORK: She was built at Belfast by Harland and Wolff in 1947, making her maiden voyage from Liverpool to New York on April 10, 1948. She was the fourth ship in the Company's post-war building programme to enter service. Carrying 250 passengers in one class, she represents a new type of Cunarder, carrying first-class passengers only and some 6,000 tons of cargo. The *Parthia's* sister-ship *Media*, built by John Brown's at Clydebank, entered service in August 1947, also on the Liverpool-New York route. The *Parthia* has a gross tonnage of 13,362, a length overall of 531½ ft., and a speed of about 18 knots.



BOUND FOR THE MIDDLE SEA: *Pavia* **is the first of three new cargo-liners for the Company's Mediterranean service. She was built by William Hamilton's at Port Glasgow and made her maiden voyage on June 1, 1953, from Liverpool to the Mediterranean. Her two sister-ships are at present under construction. They will all have a total cargo capacity of 4,400 tons. Although the fortunes of the Cunard Group have been linked for so long with the North Atlantic traffic, the Company's activities are now world-wide, and new tonnage is being added constantly to the various fleets.**





TWO MORE POST-WAR ADDITIONS TO THE CUNARD FLEET: *Left*—**The** *Asia* **was the first of three 16-knot cargo-liners built for Canadian service. She was in actuality the first post-war addition to the Cunard fleet.** *Right*—**The** *Alsatia*, **one of two fast cargo-liners. She was bought from the Silver Line in 1951. The** *Alsatia* **is a single-screw steamer of 7,200 tons gross. She can carry 10,500 tons of cargo at a speed of 16 knots.**

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wind and coal and then to oil. From comfort to super-comfort, and from record to record! First of the big steel ships was the *Servia* (1881). She had electric light instead of oil. The *Etruria* (1884), one of a famous pair, was three times the tonnage of the old *Gallia*, and the last Cunarder built to carry sail. The *Lucania* (1893) was the first Cunarder permanently equipped with radio in 1901. And the *Carmania* (1905), with turbines and triple screws, led on to the *Mauretania* (1907), fastest liner on the North Atlantic.

Then, in 1914, the 46,000-ton *Aquitania* came from her builder's yard into international turmoil. From the first, Cunard ships had been brought in as transports in times of war: the Russian War, 1854; Zulu War, 1879; Boer Wars, 1880 and 1899; Egyptian Campaign, 1882. Now, in the Kaiser's war, the Cunarders were to transport nearly 1,000,000 troops, 10,000,000 tons of foodstuffs and 100,000 tons of oil for the British Navy. Thirteen ships were ordered after that war to replace losses. The really big liners were coming now, but economic storms hit the world first. Held up two years while building by the slump, the *Queen Mary* was eventually escorted into New York on her maiden voyage by a hundred hooting, whistling and cheering tugs, pleasure-boats and small craft in 1936. Then, only a quarter-century after the *Aquitania*, the great *Queen Elizabeth* was similarly born to trouble. This time, in Hitler's war, Cunard ships carried well over 4,000,000 passengers and steamed over 5,000,000 miles. The Company also managed thirty-nine extra ships for the Ministry of War Transport, and handled 11,000,000 tons of cargo.

"I like to think," said Sir Percy Bates, then chairman of Cunard, "that the two *Queens* alone shortened the war in Europe by a whole year." Of eighteen passenger ships with which Cunard entered the war, ten were lost to enemy action or permanently acquired by the Royal Navy. First to be "demobbed" was the *Queen Elizabeth* herself on March 6, 1946. She went to a sheltered anchorage off Greenock, and there 2,000 men set about de-degaussing her, chipping, scraping, re-painting, re-decking, re-wiring, re-piping and re-practically-everything. Virtually a new ship again, she took her speed trials with the Queen and the two Princesses (as they were then) on board, and then sailed on her commercial maiden voyage on October 16, dressed and with all flags flying.

Under the chairmanship of Mr. Frederic Alan Bates, the Company forged ahead now through the years and the seas. With the passing of Hitler's war, new ships were ordered, and more existing ships reconditioned. The *Media* and *Parthia*, sisters of 13,350 tons, were completed in 1947 and 1948. The *Asia*, *Arabia* and *Assyria*, three fast cargo-liners, followed. The *Queen Mary*, *Mauretania*, *Britannic* (one of the world's largest motor-liners), and others were meantime back on their peacetime jobs on the seaways.

There are at present five ships building for Cunard, three for the Port Line, and three for Thos. and Jno. Brocklebank. But the most important single development of all was the keel-laying at Clydebank on February 13, 1946, of the 34,000-ton *Caronia*, the largest liner laid down since the war's ending. She was launched by Princess Elizabeth, accompanied by the Duke of Edinburgh, and her maiden voyage began from Southampton in 1949. Intended both for luxury cruising and for service on the North Atlantic, the *Caronia* is one of the most lovely ships ever to sail the seas. With her clipper bow and huge, single funnel, she is like a great majestic yacht, her beauty enhanced by having her hull and superstructure painted in three shades of green.

"On her first call here," wrote a New York reporter, "she received more acclaim than any ship since the new giants before the war."

A few months ago, nine Cunarders—the *Caronia* among them—arrived at Southampton and Liverpool in ten days, hurrying here for the Coronation. Next January the *Caronia* begins a 99-day dollar-earning luxury cruise from New York, covering 34,000 miles in the South Pacific, and calling at ports in a score of countries—Peru, Easter Island, Pitcairn Island, Fiji, Bali, Hawaii, California, Mexico, and many more, including Japan in cherry-blossom time.

More serious business than luxury cruising—though dollars are serious enough—goes relentlessly on. In the Atlantic trades, the Mediterranean, the French and Channel Island trades, the Australian and New Zealand trades, the India, Pakistan and Ceylon trades—in them all, Cunard history is being steadily logged all the while, the story of successful endeavour stretching away through the years like a ship's wake across the ocean.

Between 1840 and to-day, a total of approaching 250 sea-going ships has been built for Cunard and White Star Atlantic services—a tremendous fleet covering all the oceans of the world and a period of history unparalleled in its developments. And not even yet, though Cunarders have grown from 1,000 tons to 80,000, from cramped discomfort to a degree of luxury such as is virtually unknown on land or in the air, and the Atlantic crossing has shrunk from fourteen days to five—not even yet has the surge of development expended itself.

RACING AGAINST TIME AND THE ONSET OF THE HIGH, WIND-DRIVEN TIDES OF WINTER: Work in progress on building the sea-wall in front of the dunes on the East Norfolk coast at Palling and Horsey. The concrete wall, when completed, will run from Eccles to Winterton, protecting that part of the coast where some of the most serious inroads have been made by the sea. High tides have recently flooded the workings, and bulldozers have been busy in this area building a temporary outer line of defence until such time as the concreting operations are complete. Heavy reinforcing material is seen in the foreground.

BUILDING NORFOLK'S NEW SEA DEFENCES

A Mighty New Concrete Wall which Will Run from Eccles to Winterton

Since the great floods of the winter of 1953, when the tides piled up in the North Sea and swept down on the east coast of England and then upon the islands of the Netherlands, work has been going on apace to prepare for the coming winter. Perhaps the most vulnerable spot of all, as far as England is concerned, is the stretch of East Anglia which faces north-eastwards and bears the full brunt of the winter gales which drive the tides in against the dunes. Here some really effective wall-building has been undertaken, as witness the accompanying pictures taken near Horsey and Palling.

In addition to the defensive works which are being undertaken, a flood-warning system has been implemented, and this is indeed already in force and will be carried on until April 30 next year. It provides for a constant liaison between harbour-masters, meteorologists, hydrographers, police and river boards to prevent any repetition on the east coast of the disaster of last winter. As part of the precautions, equipment to measure tidal levels has been installed at six harbours on that coast.

Since the publication last month of an interim report by the Departmental Committee on Coastal Flooding, arrangements have been made to assemble tidal and weather information at a headquarters at Dunstable, Bedfordshire, from where advice of peculiar conditions will be issued by the Central Forecasting Office to the authorities which are to distribute the precautionary messages. The remarkable complexity of the task was indicated by the committee, which recorded that there is no single source for the information on which warnings can be based.

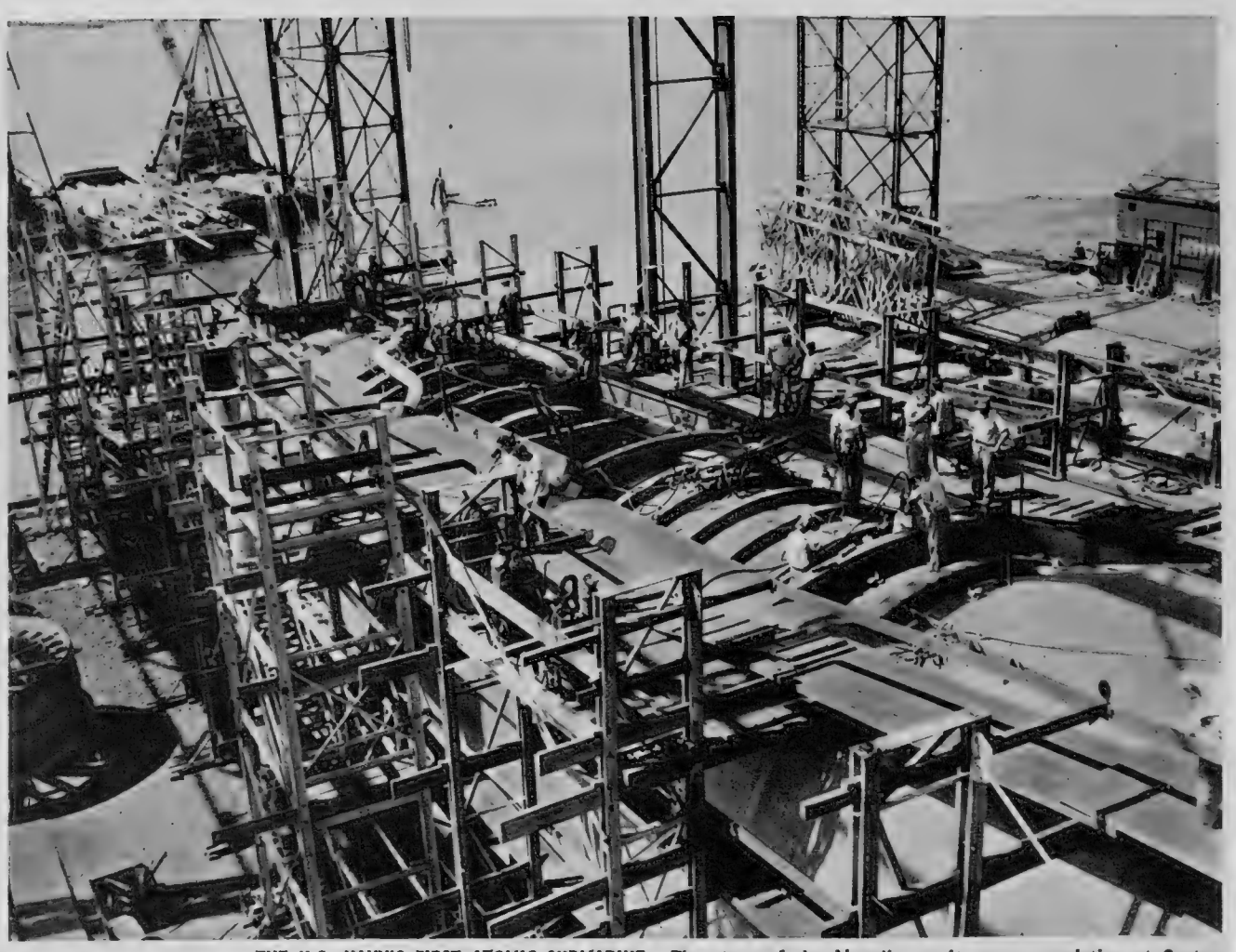
HOW THE NORFOLK SEA-WALL IS BUILT UP IN STEPS AND CURVED TO TAKE THE ONRUSH OF THE WAVES: *Left*—A completed section of concrete wall near Palling. Behind it are the dunes knit together by marram grass and forming a barrier which in times past has frequently been breached by the sea. *Right*—The stepped foundations of the heavily reinforced wall. The sea may yet undermine this wall, but it will take a long time to achieve, say the experts.

THE ATOMIC SUBMARINE

The "Nautilus," the first Ship Powered by Atomic Energy, is under Construction for the U.S. Navy at Groton, Connecticut

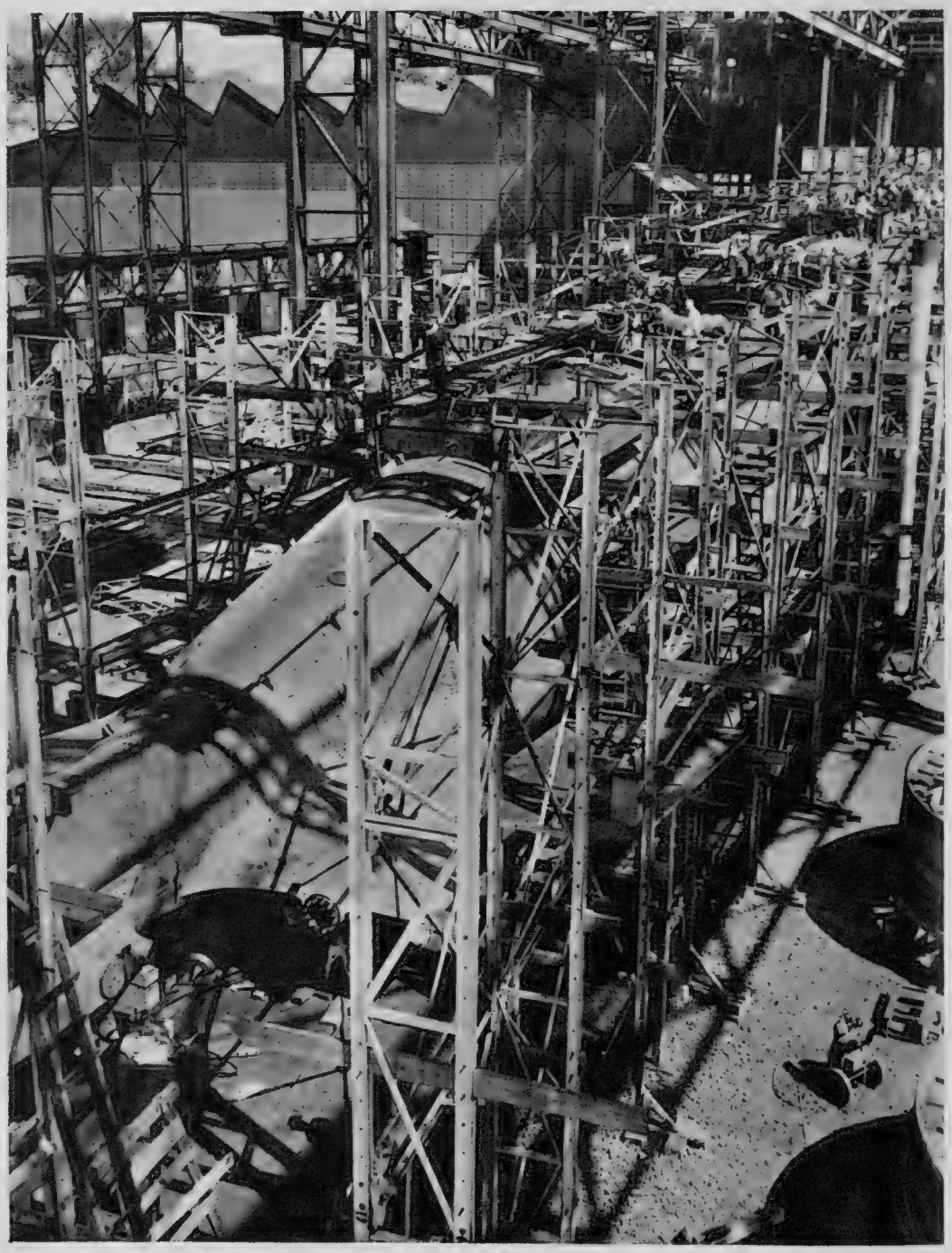
When the keel-plate of the U.S. submarine *Nautilus* was laid last year, President Truman declared: "The day that the propellers of this new submarine first bite into the water and drive her forward will be the most momentous day in the field of atomic science since that first flash of light in the desert, when scientists released the energy of the atom in a gigantic explosion of incredibly destructive force." Now the world's first atomic submarine is taking shape at Groton, Connecticut, and it is expected to be launched next year.

The engine, powered by atomic energy, is costing more than £9,000,000, and will give the *Nautilus* a great advantage over orthodox submarines. It will be able to travel tremendous distances without refuelling or surfacing, and can stay submerged almost indefinitely. The speed of the submarine is expected to be 25 knots while submerged, which is faster than has been accomplished by any submarine before; yet its size—3,000 tons—is not much bigger than that of ordinary submarines of the U.S. Navy.



THE U.S. NAVY'S FIRST ATOMIC SUBMARINE: The stern of the *Nautilus* as it nears completion at Groton, Connecticut. The *Nautilus* is the first vessel whose engines will be powered by atomic energy, and is expected to be ready for service next year. Its speed will be 25 knots submerged.

WORKING ON THE SUBMARINE'S TWIN-SCREW TAIL: *Above*—Workmen drilling under one of the twin screws of the *Nautilus*. *Below*—Shadows play across the submarine's tail.



THE "NAUTILUS" UNDER CONSTRUCTION AT GORTON: A general view of the hull of the 3,000-ton atomic submarine enshrouded in scaffolding. The keel-plate was laid last year in the presence of President Truman. *On left*—A pipe is hoisted into the submarine through one of the vents.

HIGHLIGHTS OF THE YACHTING YEAR

A Review of the Season's Racing Round Britain's Coasts

By UFFA FOX

THEY CALLED IT THE "DINGHY GRAND NATIONAL": Some of the 400 starters running before a light easterly wind in the great race. The wind was light and the sea was smooth, and there were no casualties and few mishaps in this much-debated race which, in other conditions, might have tested the skill of the participants to the utmost.

"They that go down to the sea in ships, that do business in great waters. These see the works of the Lord, and His wonders of the deep." *So speaks the* PSALMIST.

FOUR of us were sailing a 25-ton cutter, *Sandavore*, from the West Country to the Solent—Lord Runciman, Eric Swinburn, Geoffrey "Darling," and myself. It was midnight and Geoff (as stand-by) was asleep in the quarter berth and the other two (off watch) were in the cabin.

There was a fairly strong wind from the west. Overhead the sky was full of stars twinkling and winking. The sea was alive with phosphorescence and the breaking seas lit up the sails. Under full sail we were averaging 7½ knots and the boat was practically steering herself. Standing by the runners, I looked down into the water under the ship and was fascinated by the brilliance of the light as the water closed in on the run and flowed past the rudder. Suddenly, far deeper down, I saw dozens of dolphins coming up from astern to join us. Their shapes and every movement of their tails were clearly defined and picked out in the bright phosphorescent light.

The wind that night kept varying in strength, like heavy breathing, and now a stronger breath than ever came and our speed for some ten minutes went up to 8½ knots. Immediately all the dolphins broke surface and jumped and played around *Sandavore* throughout the squall. As the wind eased the dolphins went down and played about deep under our keel.

Some twenty minutes later, when the next squall came, I called Geoff and, as the dolphins leapt around us, we shone a powerful torch on them: there they were, blue-backed and white-bellied dolphins, unusual in the Channel. This amazing night went all too quickly. Both of us had been spellbound by the wonder of it all.

There was another great occasion for me during the Coronation Review at Spithead. When the war came, no one was allowed afloat for pleasure, and I was sad at being deprived of the freedom of the sea. So I registered my vessel as a fishing smack and once more regained freedom of movement. Exactly the reverse was the case in the Spithead Review, for immediately the Royal yacht H.M.S. *Surprise*, anchored after the Queen had reviewed her ships, I (in *Coweslip*) was ordered to get under way and sail through the fleet of battleships to go aboard *Surprise*. There was a sparkling westerly wind; we outstripped our escort boat and had a glorious sail down through the Fleet to go aboard *Surprise*. It was exciting and exhilarating as we alone had freedom of movement. Besides, it was a memorable occasion.

Every sailing man has many such moments which bring to him wonderful memories of a glorious season.

Once again the racing season gave yachtsmen every type of weather. There were gales, calms, strong and gentle breezes, days of brilliant sunshine and others of cold, wet, scrowly weather.

May and June are almost always gentle months. This is a period of change between the easterlies of winter and the westerlies of the summer months. In July and August the westerlies surge strongly in from the Atlantic and, laden with moisture, bring rain with them. September generally sees easterlies and dry weather coming back, but this year the south-west monsoon set in earlier than usual and there was far more fine and gentle weather in August. So the season began and ended with fine weather.

When reviewing our racing season, we should always bear in mind that we are in a fairly high latitude for the sport of sailing, Latitude 54 roughly going through the centre of the British Isles—a latitude where we expect (and do find) strong, boisterous winds. Our boats and vessels are designed to endure such winds, and the steep waves caused by strong tidal streams in the various parts of the British Isles.

The Cowes Corinthian Yacht Club caused a great stir by starting a race round the Isle of Wight for centreboard craft, and this attracted no fewer than 200 entries. Many of the elder brethren thought the race foolhardy, but the keen and young centreboard sailors entered it with zest. The race, being held in June, went off without the slightest hitch, in quiet wind and water.

All the boats were equipped with ample buoyancy apparatus, and everyone competing had to wear a lifebelt—these precautions undoubtedly eased the anxiety of Commodore F. G. Mitchell.

Osprey (Ian Proctor) won this race by only one second from *Marianne* (C. Nethercot). *Coronet* (M. Johnson) was third, and *Jollity* (the boat I was sailing) came fourth.

All those who took part hope that the race will be organised every year, but the difficulty is to find a committee who will take the heavy responsibility for such a race. Each and every boat entered, of course, was the direct responsibility of its owner and crew, as they knew if their boat was seaworthy, their gear in good order and they themselves seamen enough to sail the 50 miles round the Isle of Wight—but, for all this, any committee organising such a race has to do a great deal of deep and earnest thinking.

THE FINAL STAGES OF THE GRAND NATIONAL: *Osprey* (owner, Ian Proctor) and *Coronet* (owner, Max Johnson) seen towards the end of the race round the Isle of Wight. The wind was so light at this stage that it hardly filled *Coronet's* spinnaker.

On July 4 the Island Sailing Club held its annual race for cruisers from 19-36-ft. rating. This evergreen and ever-popular race was as great a success as ever. The wind was light and came from all points of the compass, finally settling down in the late afternoon to a smart north-westerly breeze, which gave all the vessels a joyful turn to windward between Seaview and Portsmouth to the finishing-line at Cowes. This year's race was won by the 5-tonner *Pastime* (L. St. Clare Byrne).

I was fortunate enough to be one of the crew of the 50-ton staysail schooner *Lumberjack*. On a schooner there is always a great deal of sail-shifting to do and this race was far more tiring than the dinghy race round the Island—as all you can do in a dinghy is to sit, but in a 50-ton schooner you are continuously on the move and continuously shifting sails.

All round our coast every club held, as well as its ordinary regattas, special regattas to commemorate the Coronation for every kind of craft from the largest to the smallest. The smaller classes (as will be expected) are for the most youthful, and it is wonderful to think that the youth of Britain is turning more and more to the sea and sailing.

In the centreboard classes the Fireflies held their championship week at Hunstanton and, of the ninety-two starters, *Alarm, No. 999*, owned by John Conway Jones, won the Sir Ralph Gore Trophy. All the classes held their championships but I often wonder if it is sensible to start races with as many as ninety boats (such as the Fireflies), as this tends to encourage bumping, boring and foul sailing—for, unless a man has sharp elbows, he can rarely hope to finish in the first six.

I believe the purest form of sailing to be match sailing, where two boats are matched against each other (such as boxers, or men fighting a duel), as only in such racing can you manœuvre and have pure racing. When there is a big field and two vessels start to fight a duel, they most always call it off, or reckon to finish at the tail-end of the fleet—for whilst they are fighting their duel, others are sailing fast round the course. I believe twelve boats to be enough for any fleet and it is best if only six at a time start.

(Concluded on following page)

HIGHLIGHTS OF THE YACHTING YEAR

A FINE PIECE OF SEAMANSHIP : The Duke of Edinburgh at the helm of *Coweslip*, with Uffa Fox acting as crew. During this race for Flying Fifteens at Cowes the Duke avoided the strength of the tide by taking *Coweslip* inside the rocks to an area where shallow seas broke continually over his vessel. By this manœuvre he sailed through the fleet into second place.

THE DUKE OF EDINBURGH STEERING "BLUEBOTTLE" ROUND THE EAST LEPE BUOY AHEAD OF HIS RIVALS IN THE DRAGON CLASS : This fine action picture was taken during Cowes Week. It caused great satisfaction to yachtsmen that the Duke spent a week afloat, taking part in some really exhilarating sailing.

THE START OF THE GREAT FASTNET RACE : *Gesture* (second from left) starting with three other craft in the 600-mile race. She sailed over from America in order to take part, and in winning the challenge cup presented by the New York Yacht Club gave a really good account of herself. She is owned by A. Howard Fuller. The four craft are all seen with their spinnakers drawing well.

"CARINA," ANOTHER OUTSTANDING VISITOR FROM AMERICA : This boat won the Britannia Cup for the race round the Isle of Wight which was during Cowes Week. She is owned by Richard S. Nye, and sailed across the Atlantic to take part.

(*Concluded from previous page*)

The peak of the yachting year, Cowes Week, was held in most wonderful weather and was made more glorious by the Duke of Edinburgh spending his entire week afloat. Undoubtedly he enjoyed the soothing influence and the peace of the sea, as well as the joy and fun of racing every day. A first-rate helmsman and seaman, he was always in the first three with the exception of one day.

The last day of Cowes Week saw the forty-five Ocean racers start on what is generally a terrific beat to windward to the Fastnet through heavy seas and against a strong westerly wind ; but the south-west monsoon had come in early and had gone. So away they went running before an easterly with spinnakers and light sails set, and throughout the Fastnet there was never enough wind or sea to wet the decks. With a slow race it was only natural that one of the smaller entries, *Favona*, owned by Sir Michael Newton, should win this classic event—for the handicap system is on time and the longer the race the more time the larger vessels have to give the smaller. At low speeds, when the smaller vessels are building up longer handicaps, the difference in speed between the large and small vessels is very little, as none of them are travelling at their maximum.

One new 6-metre yacht, Lieut.-Colonel Jack Harrison's *Marylette*, was built to strengthen the team of three going to America to race for the British America Cup, which the Americans won in four straight races early in September.

Meanwhile, the International Yacht Racing Union's Small Boat Committee was exploring the problem of fostering a two-man boat for sea work. The countries who live on the sea have developed fairly short boats for two men to handle, as in wind and sea where tides are encountered, two men are unable to handle a large centreboard boat. In British waters, for hundreds of years we have settled on a length of 14 ft. in some form or another for two to handle, and 16- or 18-ft. boats for three men to sail.

However, on the inland lakes of Europe they have over the same period quite rightly developed long boats for two men to handle, and the Committee's difficult problem is to try to find a two-man boat that will be suitable for the lake and also for the sea. In an effort to overcome the problem they have, for the first time, encouraged sliding seats and trapezes. I have used both and sailed across the Channel in a 20-ft. canoe with two sliding seats. I find it difficult to believe that a man hanging out full length over the side of a boat on a wire from the masthead is sensible and seamanlike. I sincerely hope that the Committee will realise that it is at the beginning (and not at the end) of this very difficult problem. This new racing technique is shown in one of the pictures at the head of the next page.

So as we look back over the highlights of this year we must also look forward to new developments in design and construction, and live over in our memories the wonders of the deep.

"MARYLETTE" WAS BUILT SPECIALLY FOR THE BRITISH AMERICA CUP RACES: Lieut.-Colonel Jack Harrison's new 6-metre. Last week in America she lost the Seawanhaka Cup after the most thrilling of contests.

THE NEW RACING TECHNIQUE: Two of the crew of the 5.5-metre *Flavia* hanging out on ropes from the lower crosstrees during the course of a race, while the helmsman is also poised to advantage. The International Yacht Racing Union are beginning to encourage this form of acrobatic sailing, although the majority of yachtsmen strongly disapprove of it.

THE FIRST OF THE NEW 8-METRE CRUISER CLASS: *Sonda* (owned by Sir Alastair Young) is a handsome-looking craft with a generous beam and wide decks. Is taxation too high to allow of the development of this class is an obvious question.

"FAVONA" WON OVER A TESTING COURSE: Sir Michael Newton's yacht at the start of this year's Fastnet race, which she won in 96 hours 11 mins. 26 secs.

TOWARDS THE END OF A GLORIOUS BURNHAM WEEK: Dinghies competing under the flag of the Royal Corinthian Yacht Club.

A FOREST OF MASTS AT COWES DURING THE HEIGHT OF THE REGATTA: Cowes always has an air of animation, but it is as nothing to the activity of the great week when there is constant coming and going in the Medina estuary during the hours of light as crews prepare their yachts for racing.

A WELCOME VISITOR: The Italian training-ship *Amerigo Vespucci*, which came from Italy to attend the Coronation Naval Review—a sight that truly gladdened the hearts of all sailing men.

A SUNDAY SERVICE FOR HORSES

Horseman's Sunday is Celebrated at Bath and at Epsom; the Fourth Anglo-American Aeronautical Conference in London; Sheep Sales in Sussex; the Cart-horse Derby in Gloucester; the Irish Premier in London; and Other Home News Pictures

A HORSEMAN'S SUNDAY SERVICE IS HELD AT BATH FOR THE FIRST TIME: Members of the Bath Riding Club are seen during the service, which was conducted by the Rev. W. H. Jennings, the vicar of St. Mary's, Bath. The idea to hold a service similar to that held annually at Tattenham Corner, Epsom, came from Miss J. Manning, of the Bath Riding Club. It is hoped that this service will be held annually.

THE ANNUAL HORSEMAN'S SUNDAY SERVICE IS HELD AT TATTENHAM CORNER: The Rev. A. L. Bird, of Burgh Heath, Epsom, and the Rev. Scott Barrad are seen shortly before the service for horses which they conducted recently. This ceremony is organised by the Surrey County Horse Association.

THE FIRST SEA LORD VISITS THE MOTOR TORPEDO-BOATS: Admiral Sir Rhoderick McGrigor is seen leaving H.M.S. *Bold Pathfinder* with Captain W. G. Parry, who commands the Navy's coastal forces. The First Sea Lord was paying a visit to the "little ships" at Gosport. H.M.S. *Bold Pathfinder* is a new experimental motor torpedo-boat fitted with 4,500-h.p. gas turbine engines as well as a 2,500-h.p. Diesel engine.

THE OPENING OF THE FOURTH ANGLO-AMERICAN AERONAUTICAL CONFERENCE AT UNIVERSITY COLLEGE, LONDON: Messages from the Queen, who is Patron of the Royal Aeronautical Society, which arranges the conferences, and President Eisenhower were read at the opening session. During the conference, which lasted three days, twelve papers were read and discussed. It was announced on the first day of the conference that a paper on delta-winged aircraft which was to have been read by Mr. S. D. Davies, the chief designer of A. V. Roe and Co., had been withdrawn for security reasons. Among the papers read was one by Mr. G. S. Schairer, of the Boeing Company, which advocated the housing of jet engines in pods attached to the wing of an aircraft instead of burying the engine within the wing.

AERONAUTICS UNDER DISCUSSION IN LONDON: Discussing a paper which had just been read at the Anglo-American Aeronautical Conference are, from left to right—Mr. Russell McRea, an American delegate; Mr. E. G. Stout, the vice-president of the Institute of Aeronautical Sciences in the United States of America, and Mr. F. Robertson, the project engineer for Short Brothers and Harland of Belfast.

CART-HORSE DERBY IN GLOUCESTERSHIRE : The traditional race for farm cart-horses in progress at Woodmancote, near Cheltenham. The heavy horses are ridden chiefly by farmers or their sons, though this year a girl entered for the first time. There are no saddles or stirrups ; it is the ability to stay on the horse, rather than its speed, that decides the race.

THE ANNUAL SHOW AND SALE OF SOUTHDOWN SHEEP AT THE FINDON GREAT FAIR, IN SUSSEX : This is a general view of the Fair, which was held against a background of the rolling Sussex Downs. Altogether some 7,000 sheep were on display. September is the month of sheep fairs, and many sheep are bought and sold.

THE SITE PROPOSED AS A RESERVOIR FOR GLASGOW : The view along the River Turk towards Glen Finglas, in Perthshire. It is proposed that part of the Glen, about 25 miles north of Glasgow, should be flooded, thereby creating a reservoir to supplement Glasgow's water supply of 90 million gallons a day from near-by Loch Katrine.

THE PRIME MINISTER OF THE REPUBLIC OF IRELAND PAYS A SHORT VISIT TO ENGLAND : Mr. De Valera is seen talking with the Bishop of Southwark, Dr. Cyril Cowderoy, at a dinner given in honour of the former by the National University of Ireland Club. Earlier in the day the Irish Premier had been entertained at a luncheon given by Lord Swinton, Secretary of State for Commonwealth Relations, on behalf of the Government. Also present at the luncheon, which was held at 1, Carlton House Gardens, were Mr. R. A. Butler, Lord Salisbury, Lord Alexander, Lord Cherwell and Sir David Maxwell Fyfe. Mr. De Valera visited London on the way back from a holiday spent in Portugal.

THE KOREAN MISSION MEET TO BID FAREWELL TO BISHOP CECIL COOPER, WHO IS RETURNING TO KOREA : Bishop Cooper, who was taken prisoner while in Korea and repatriated a few months ago, is seen with Captain Vyvyan Holt, who was British Minister in Seoul before the outbreak of the war and who was repatriated at the same time as Bishop Cooper. They were attending a formal meeting of the Korean Mission held at Caxton Hall, in London, under the chairmanship of Captain Holt. The Mission usually meet in December, but their gathering was brought forward so that Mission members would have the chance of bidding farewell to the Bishop.

BUILDING SCHOOLS MORE QUICKLY : Work is in progress on the three-storey building of a new secondary modern school at Churchdown, near Gloucester. It is expected that the school will be able to accommodate 510 pupils. The galvanised steel framework which has been erected will be clad with pre-cast concrete units and sheet-metal frames for windows and doors. This will enable the building to be enclosed in a short time so that work inside can go on in bad weather. This method of prefabricated building has been developed by a firm of West Bromwich contractors.

OPERA BALLET COMEDY

NEW PRODUCTIONS ON THE LONDON AND NEW YORK STAGE

Since the war, Covent Garden has entertained entire opera companies from Vienna, Milan, Naples and Paris. To these has now been added the highly successful first visit of the Bavarian State Opera from the Prinzregententheater in Munich; the first German opera company to visit London since the short season of the Dresden State Opera at the Royal Opera House in 1936. The three Richard Strauss operas of the season, which ends to-night, included two—*Die Liebe der Danæ* and *Capriccio* — which have never before been performed in England. The third—*Arabella*—has only been sung four times over here—at Covent Garden in May 1934. Owing to baritone Benno Kusche contracting a throat infection, it was uncertain whether *Capriccio* could be performed.

THE BAVARIAN STATE OPERA VISITS COVENT GARDEN: Dr. Schlange Schoeningen, the German Ambassador, greets the cast after the first night of Richard Strauss's *Arabella* at the Royal Opera House. The short season, which included *Die Liebe der Danæ* and *Capriccio*, ends to-night, Saturday.

THE EARL AND COUNTESS OF HAREWOOD TALK TO LISA DELLA CASA AFTER THE FIRST PERFORMANCE OF "ARABELLA": Lord Harewood has given up his directorship of Covent Garden and now works in the opera manager's office as an administrative assistant.

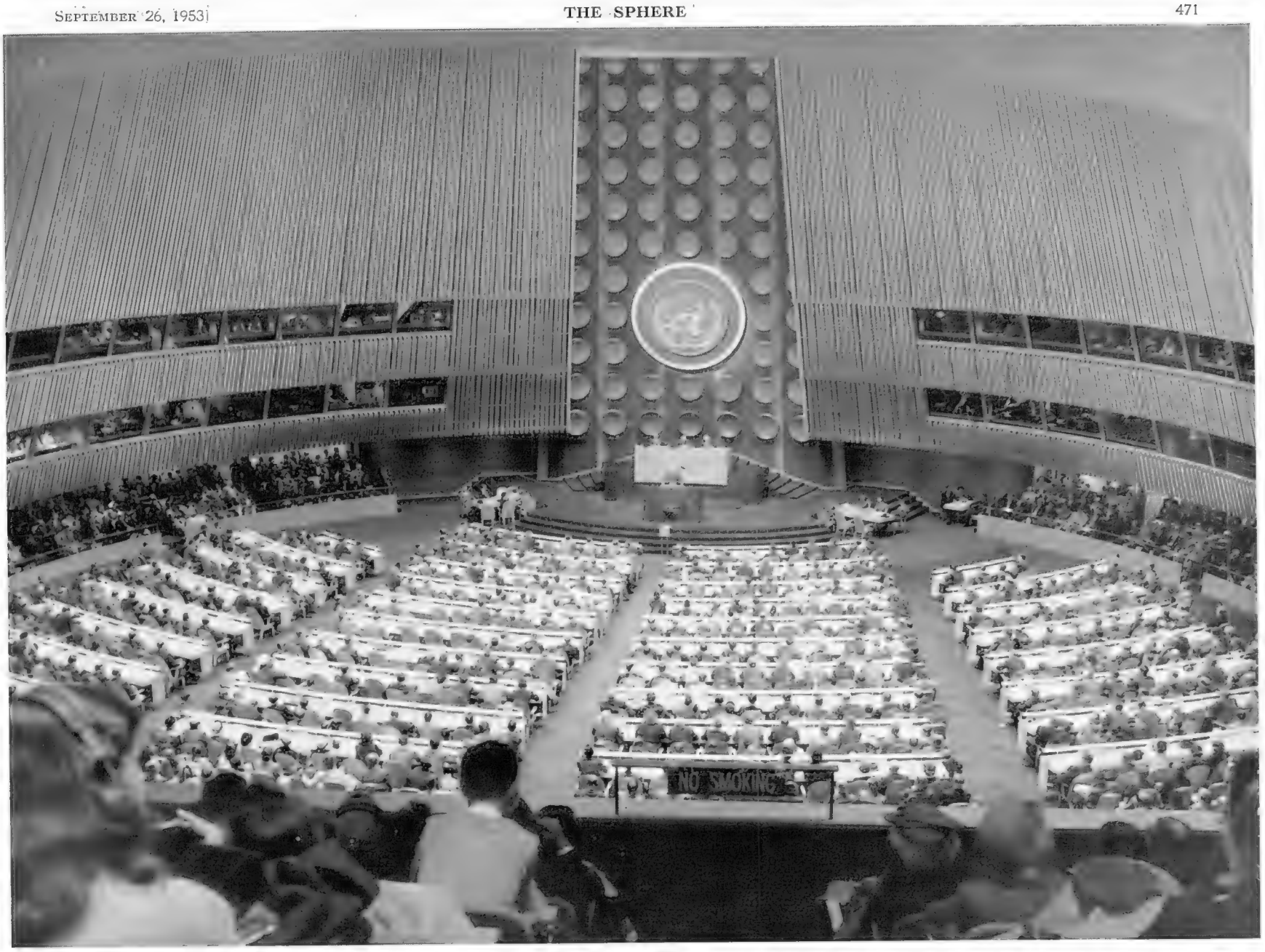
THE SADLER'S WELLS BALLET IN NEW YORK: The peasant dance in Act I of *Le Lac des Cygnes*, which was performed for the opening gala performance at the Metropolitan Opera House. The company's first American tour for three seasons began with a brilliant first night and to record advance bookings of nearly £15,000. Following the New York season the company of 150 dancers and musicians will begin a fifteen-week tour of North America, during which they will visit fifteen cities. Covent Garden will not see them again until next February.

"ALL 'S WELL THAT ENDS WELL" AT THE OLD VIC: Helena (Claire Bloom) beseeches the King of France (Laurence Hardy) to let her try upon him her father's remedy for his malady. Aiding and abetting her is the old courier Lafeu (William Squire), while a priest and the King's physicians look on aghast at the scene.

On left—

The second production of the Old Vic season is *All 's Well That Ends Well*, that seldom-acted comedy, based on the Decameron, and touching upon the activities of a young girl in single-minded pursuit of a young man. Producer Michael Benthall has made high comedy and, coupled with the grace, beauty and innate Shakespearean sense of Clare Bloom, the play is a great success from noble start to pantomime ending. Michael Hordern, one of the bright stars of the season, plays the part of the braggart captain, Parolles, extracting the utmost fun out of it all.

NAUNTON WAYNE AND DEREK FARR IN KENNETH HORNE'S NEW COMEDY, "TRIAL AND ERROR," AT THE VAUDEVILLE THEATRE: The new comedy team has some hilarious scenes as the first and second husbands of a woman who has been tried for murder. Naunton Wayne, playing the second husband in his typical Englishman manner, has an excellent foil in Derek Farr's impersonation of the caddish first husband. Constance Cummings has a comedy role as the wife who has unwittingly committed bigamy and who plays her husbands off against each other.



THE EIGHTH ANNUAL SESSION OF THE UNITED NATIONS OPENS IN NEW YORK : This was the scene as Sir Gladwyn Jebb, Britain's representative, addressed the Assembly on the first item on the agenda, which was concerned with the admission of Chinese Communist representatives to the Assembly. After deciding by 44 votes to 10 to postpone for the rest of the year a decision on the admission of China, the delegates proceeded to the election of Mrs. Vijaya Lakshmi Pandit as President. The Indian delegate's rival for the post was Prince Wan Waithayakon of Siam. It is understood that the United States, Britain and most of the Soviet bloc voted for Mrs. Pandit. Prince Wan was supported by France and most of the Western European and Latin-American countries. (See also page 452 of this issue.)

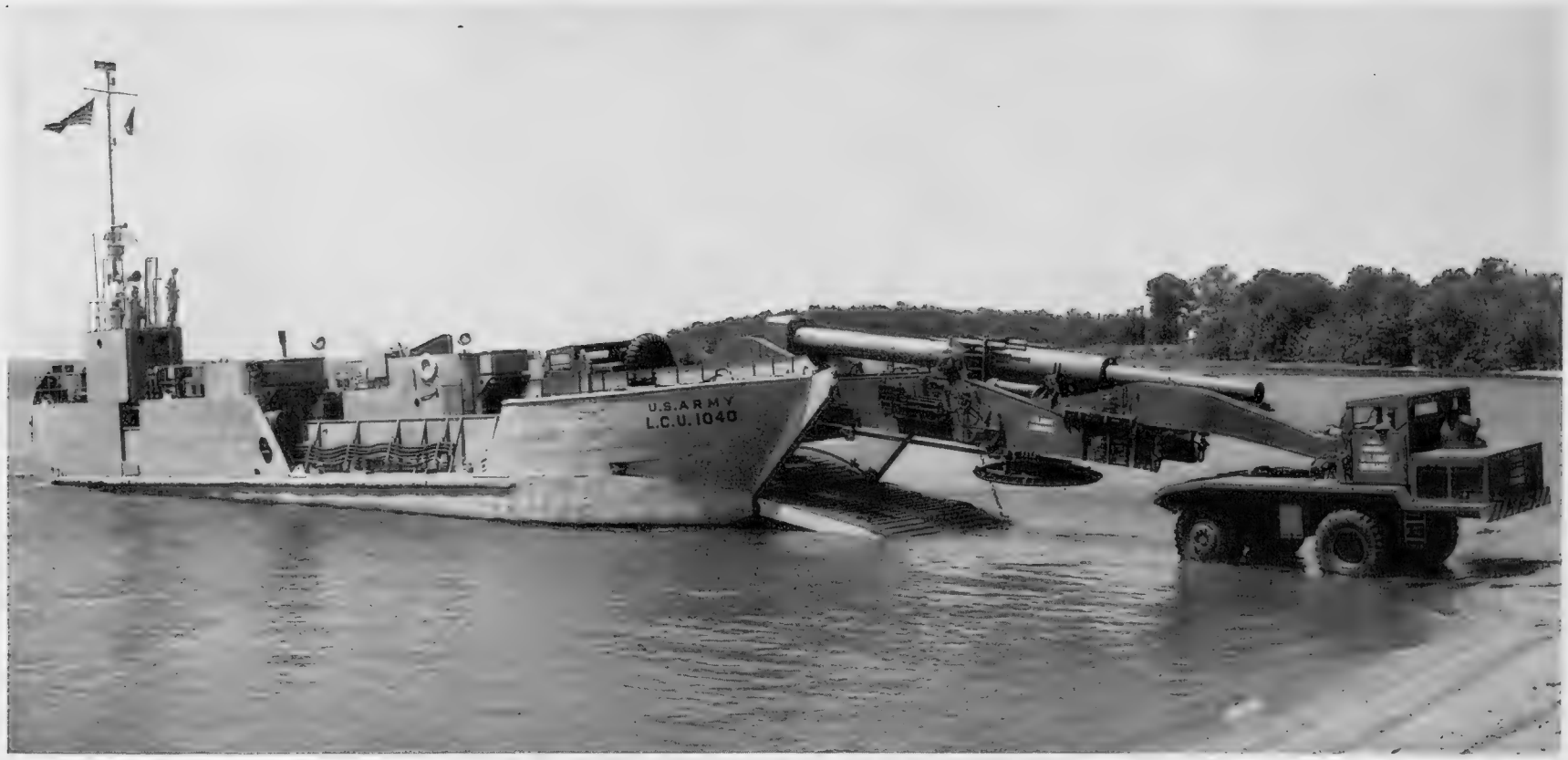
U.N. ELECTS ITS FIRST WOMAN PRESIDENT

Mrs. Vijaya Lakshmi Pandit, Sister of India's Prime Minister, Takes the Chair at the Eighth Session of the United Nations

THE NEW PRESIDENT ON THE DAIS : Mrs. Lakshmi Pandit with Dag Hammarskjold, the Secretary-General of the United Nations, after her election. Mrs. Pandit, a resplendent figure in a mist grey sari, told Press representatives after her election, "I regard it as an honour for my country rather than as an honour for women. The purposes and principles of the United Nations Charter apply to human beings, not to men or women."

On left—

AFTER THE VOTING : Prince Wan Waithayakon of Siam congratulating Mrs. Pandit on her election. The Prince received 22 votes to Mrs. Pandit's 37. With them is Mr. Krishna Menon, India's top delegate.



THE U.S. 280-MM. ATOMIC GUN LEAVES AMERICA TO BOLSTER N.A.T.O. DEFENCES IN WESTERN GERMANY: The gun, which has been christened "Amazon Annie," seen as it was driven on to an U.S. Army transport craft prior to being shipped to Western Germany. It was announced by the U.S. Army Secretary, Robert J. Stevens, that the 868th Field Artillery Battalion, at present stationed at Fort Bragg, in North Carolina, will sail with the six guns as their crews. Details of the gun, which can fire conventional ammunition as well as atomic shells, were announced a year ago, and since then the gun has demonstrated its prowess with atom shells at the atomic proving-grounds at Nevada. When announcing the shipment of the guns to Germany, Mr. Stevens said that the movement had been in the planning stage for some time and was part of the United States policy to make highly-trained men and well-balanced armament available for N.A.T.O. support.

"AMAZON ANNIE" LEAVES FOR EUROPE

A Battalion of Heavy Artillery Equipped with the New 280-mm. Cannon is Leaving America to Serve with N.A.T.O. Forces in Germany

A REAR VIEW OF "AMAZON ANNIE" BACKING ONTO A GUN SITE DURING MANŒUVRES IN AMERICA: It is claimed for this gun that it can be placed in position and brought into action with greater speed than any other piece of heavy field equipment now in use. Its atomic shell can be fired under any weather conditions.

THE 280-MM. GUN IN POSITION ON THE TRANSPORT CRAFT: One of the gun's assets is that it can be carried in a landing-craft designed for amphibious operations. The gun's range is twenty miles.

A SIDE VIEW OF THE GUN, SHOWING ITS GREAT LENGTH: The two transporters at either end are linked by telephone and can be driven separately or the controls can be co-ordinated in either cab. The official speed of the gun is given as 35 m.p.h., but it is difficult to see how such a pace could be maintained in front-line mud or on crowded roads.

THE GIGANTIC ARTILLERY PIECE COMPARED WITH AN AMERICAN MEDIUM TANK: It has not been revealed whether atomic ammunition will be carried with the guns to Germany or not, but President Eisenhower has authority to send atomic weapons outside the United States.

Competitive Farming

New Agricultural Machinery is Demonstrated, and Farmers Compete in a Ploughing Match in Sussex and at an Annual Show in Oxfordshire

On left—
A DEMONSTRATION OF FARM MACHINERY IN THE MIDLANDS : Directors of Agriculture from the Colonies watch the operation of a new design in farm machines at the Ferguson School of Farm Mechanisation at Stoneleigh Abbey, Warwickshire. The Colonial Directors of Agriculture had been attending their biennial conference at Wye College, Kent, and some of them travelled later to Warwickshire to watch practical demonstrations. One of the principal subjects discussed at the conference was the development of farm mechanisation in the colonies. At Stoneleigh Abbey students from all over the world are trained in mechanised farming.

A SUSSEX PLOUGHING MATCH : The annual horse-ploughing match in progress near Lewes, in Sussex. The match was part of the ploughing and root show of the Laughton and District Agricultural Society held at Court Farm, Falmer. In the background are Falmer Church and the buildings of Court Farm. These buildings include one of the largest barns in Sussex.

On left—
CUTTING THEIR LONELY FURROWS IN THE SUSSEX DOWNLAND : Competitors taking part in the ploughing match near Falmer.

SHOEING AND PULLED ROOTS AT THE THAME SHOW : The shoeing competition is seen in progress at the eighty-sixth annual show of the Thame Agricultural Association. Despite heavy showers, there was an estimated attendance of 32,000 at this popular one-day Oxfordshire gathering. This was over 2,000 more than last year. Besides an increased attendance, there was also a large increase in the number of entries, which this year was 4,669. *On right*—A general view of the pulled roots section of the Show. There was also keen competition in all the principal classes for horses, cattle, pigs and sheep. The Rosebery perpetual challenge cup for the best hunter was won by Mr. H. Haldin's Earmark.

NEW FIGHTING VOICES OF THE MOTORIST

The Advent of New "Militant Bodies," Proclaiming Themselves Champions of the Motorist, is Not Only a Challenge to Older-established Organisations, but also a Possible Hindrance in Good Relations

BY "THE SPHERE" MOTORING CORRESPONDENT

ORGANISATIONS pledged to fight motorists' battles appear to be springing up all over the place. Every post seems to bring news of yet another body proclaiming itself the motorist's champion. The A.A. and R.A.C. have failed, they say in effect, so let us take over.

One of these newly-formed bodies calls itself the Militant Motorists' Association. It was founded in July, and says its leading aim is "to defend the few remaining liberties enjoyed by motorists and motor-cyclists." Its motto is "Pugnacity, Tenacity." Mr. R. Pratt, the secretary, states that the twelve founder-members—"all aged between twenty-five and fifty"—include a club secretary, club treasurer, chairman of an A.C.U. Centre, two respected motor traders, a Monte Carlo rallyist and a T.T. replica winner.

"It is neither a swindle nor a stunt," says Mr. Pratt. "The Association will fight hard and with every available weapon. That is our sole purpose. We do not intend to trespass on other preserves as regards touring facilities, roadside maintenance, etc." The subscription is 7s. 6d. for a car, 3s. 6d. for a motor-cycle.

Then there 's the Association of British Motorists, which claims to be "the fighting voice of the motorist," and has an impressive badge featuring a sword and a trumpet. Their literature is not so restrained as that issued by the Militant Motorists' Association. For instance: "Our policy will be enforced, where necessary, by methods which may at times seem brutal and vulgar, but we guarantee that with your co-operation as a private motorist it will quickly begin to have the desired effect."

Says the chairman, Mr. Geoffrey Clarke: "Many of you may say we are being a little unfair to the A.A. and R.A.C. and that they are doing their best. Then we can only point out that in the circumstances their best is just not good enough. Considering the resources which these organisations have at their disposal it is hardly credible that the private motorist should find himself in the position that he is in to-day."

Well, good luck to all these enthusiasts. All power to their elbow! But isn't there a serious danger that if motorists start clamouring with too many different voices no one—least of all the Government—will pay any attention to them?

The motoring organisations may not be showing the same lively concern for motorists' rights as characterised their activities in the early days—the days of Stenson Cooke and police traps on the Brighton Road—but current problems do not lend themselves to such spectacular treatment as was possible in those pioneer days.

Through their Standing Joint Committee, the A.A., R.A.C. and the Royal Scottish Automobile Club are doing useful work, much of it in the background, much of it in Parliamentary circles, where quiet lobbying often produces more tangible results than a lot of noisy tub-thumping.

Yet none of these Associations can afford to ignore the formation of the new "militant" bodies. They are a symptom of the growing feeling of resentment among motorists that they are being imposed upon and being made to pay through the nose for the "privilege" of running a car. They are also a sign that, rightly or wrongly, a certain section of motorists feels strongly that the big motoring organisations are not doing all they might to persuade the Government to cut purchase tax, reduce the duty on petrol and spend more on the roads.

If the organisers of the clamorous new bodies merely succeed in inspiring in the A.A. and R.A.C. a new sense of urgency, they will have served a useful purpose.

The new Standard Eight had a first-class reception, and Sir John Black should be pleased with public reaction to the announcement of his new "baby." It is a pleasant little car to drive, with excellent steering, lively acceleration, good brakes (though the pedal should be bigger) and an engine that gives a cruising speed of 45 m.p.h. quietly and without fuss.

One thing that struck me about the new Eight was that while it is conventional in design it is much less of a scaled-down big car than other British lightweights. The luggage arrangement is ingenious, the sliding windows save expense and the principle of charging extra for certain accessories—including the tool-kit—is to my mind the right approach to the utility car.

And now we have two new Rover models. The existing "75"—with its 6-cylinder, 2-litre engine—is retained, though the price comes down by £60 on list price, the new total, including tax, being £1,269 compared with £1,354.

In addition to the "75," there are now a Rover "60," with 4-cylinder, 2-litre engine (£820, increased by tax to £1,162 15s.), and the "90," which has a 6-cylinder, 2½-litre engine and costs £915 basic, increased by £382 tax to £1,297.

The new models have substantially the same chassis and bodywork as the "75," but a number of improvements have been incorporated. For instance, the gear-box has been altered to include synchromesh on second as well as on third and top gears. The free-wheel has gone and the gear-change lever has been moved from the steering-wheel to a central position on the dashboard. It is reminiscent of the Citroën's gear-change arrangement. It gives positive control of the gears and leaves the floor area at the front of the car unobstructed for three-abreast seating.

In all three Rover models there are only four grease-gun nipples—all on the propeller-shaft. This point will appeal to motorists who like to do their own maintenance. Engine mountings and shock-absorbers have been improved. As far as the external appearance of the car is concerned, one change is the use of "external" side-lamps which can be seen by the driver.

RELAXATION FOR THE SECRETARY OF THE AUTOMOBILE ASSOCIATION: Mr. W. V. Gibson (centre) seen with the 92-lb. shark he caught with a rod and line about eight miles off Looe, Cornwall, during his holiday last month. The occasion was the Looe Sea Angling Festival. Mr. Gibson is a member of the Shark Angling Club of Great Britain, the first of its kind, which has its headquarters at Looe. The Secretary of the Club is Mr. Ron Roberts, who is seen standing with his tackle next to Mr. Gibson.

THE DESIGNER OF THE AUSTIN-HEALEY "100" WAS AT THE WHEEL OF THE RECORD-BREAKING CAR: Mr. Donald Healey driving at speed over the Bonneville Salt Flats, in Utah, where, together with Mr. George Eyston, he has been engaged in attempts on the International records in the American Stock Car Classes. In breaking the record for standard-production cars, Healey's speed was 142.636 m.p.h., while the average speed for 2,503 miles in the 24-hour International record in the same class was 104.3 m.p.h. The runs have been made on the flat bed of a dried-up salt lake at an altitude of 3,400 ft., at which height the engine develops 10 per cent. less than its normal power and temperatures often exceed 100 degrees. For the runs the Austin-Healey used Dunlop tyres, ordinary Esso "Extra" petrol and Castrol oil.

The tool tray was formerly located under the front seat. It is now placed under the dashboard locker opposite the front passenger's seat, where it is more accessible. All three engines retain the well-known Rover layout of valve gear and combustion chamber, and each has an aluminium alloy cylinder-head.

Visitors to the Motor Show next month will also see a new station-wagon version of the famous Land-Rover, which has room for seven passengers and costs £893 12s. 6d. (including £263 tax). Introduction of the two new Rover saloons is an interesting move at a time in automobile development when the trend is towards standardisation and a reduction in the number of separate models. It looks as if the Rover people said: "We will build a more economical model for the home market and one with a slightly bigger engine for export." But both of the new Rovers will appeal to many motorists at home and abroad.

Congratulations to Mr. Donald Healey on setting up a new unofficial world speed record for standard-production cars at Utah in an Austin-Healey "100." His speed for the mile was 142.636 m.p.h. Over a measured kilometre he did 142.937 m.p.h. The Healey's figures beat the existing record of 141.509 m.p.h. set up by a 3½-litre Jaguar last April at Jabbeke.

The two-seater Healey is powered by the 2.6-litre 4-cylinder engine used in the Austin Atlantic. With its elegantly sleek appearance, its proved performance and its remarkably low price—since reduced—the new Healey was one of the sensations of last year's Motor Show—especially when Mr. Leonard Lord, the Austin chief, did a deal with Donald Healey and arranged to put the handsome little speedster into mass production at Longbridge.

They are now coming off the assembly line at the rate of fifty a week, and they tell me production will have increased to 100 a week by January. A small number are being released to the home market every week, but the vast majority are being sent abroad.

I had a chance of trying out the new Healey recently and was amazed by the car's docility. I had taken the vivid acceleration and high top speed for granted, but in spite of a long experience of Healey products I had not expected the "100" to be quite so easy to handle. The steering is just as I like it, the brakes are smooth and efficient, the central gear-change lever is just right and the car goes around corners as if it were on rails.

The automatic Laycock de Normanville overdrive, fitted as standard in a car that costs only £1,063 (of which £313 is tax) is an interesting feature of the new Healey. On the car I tried—Mr. Healey's own run-about—the overdrive was set to come in automatically at a speed of 40 m.p.h. in either top or second gear. It gives you five gears instead of three and on the open road you can forget about the gear lever. To get extra revs. on a long, upward drag, or to get a quick access of urge for overtaking, all you need do is to move a small switch on the dashboard to cut out the overdrive. This immediately brings you down to your normal top gear; and you can just as simply change up again to "overdrive top."

Britain undoubtedly leads the world in the development of inexpensive, high-performance sports cars. The 2-litre Triumph two-seater is another fine example of this fact. Where else can you get a fully-equipped 100 m.p.h. sports car for a basic price of £555—or £787 7s. 6d. all in?

When the Jaguar-Aston Martin duel was continued just outside Belfast the other day in the Tourist Trophy race—which lasted 9½ hours—Jaguars were dogged by transmission troubles and the Aston-Martin team chalked up another fine win.

By bringing his sick car into fourth place Stirling Moss put Jaguars in the lead for the world sports-car championship. They now have 26 points—one more than the Ferraris, who, following the sensational announcement by Enzo Ferrari that he is withdrawing from motor racing, did not compete at Dundrod.

Only one more event counts in the world sports-car championship—the trans-Mexico road race. Presumably there will be no works-entered Ferraris, and up to the time of writing Mr. William Lyons had not announced whether or not he is going to send any factory cars. Unless he does, the chances are that a privately-entered Ferrari will do better than a private "Jag."

Here, to end these notes, are two items of news about two well-known British car firms: at a time when the price trend is downwards, Armstrong-Siddeley announce a basic price increase of £105 on their Sapphire. It goes up from £1,110 to £1,215, the new total, with tax, being £1,722. The model fitted with a preselector box now costs £1,245 (or £1,764 with tax).

Vauxhall Motors are extending their branch factory at Dunstable at a cost of over £750,000, and the extra space will be used mainly for the manufacture of spare parts for non-current Vauxhall cars and Bedford trucks.

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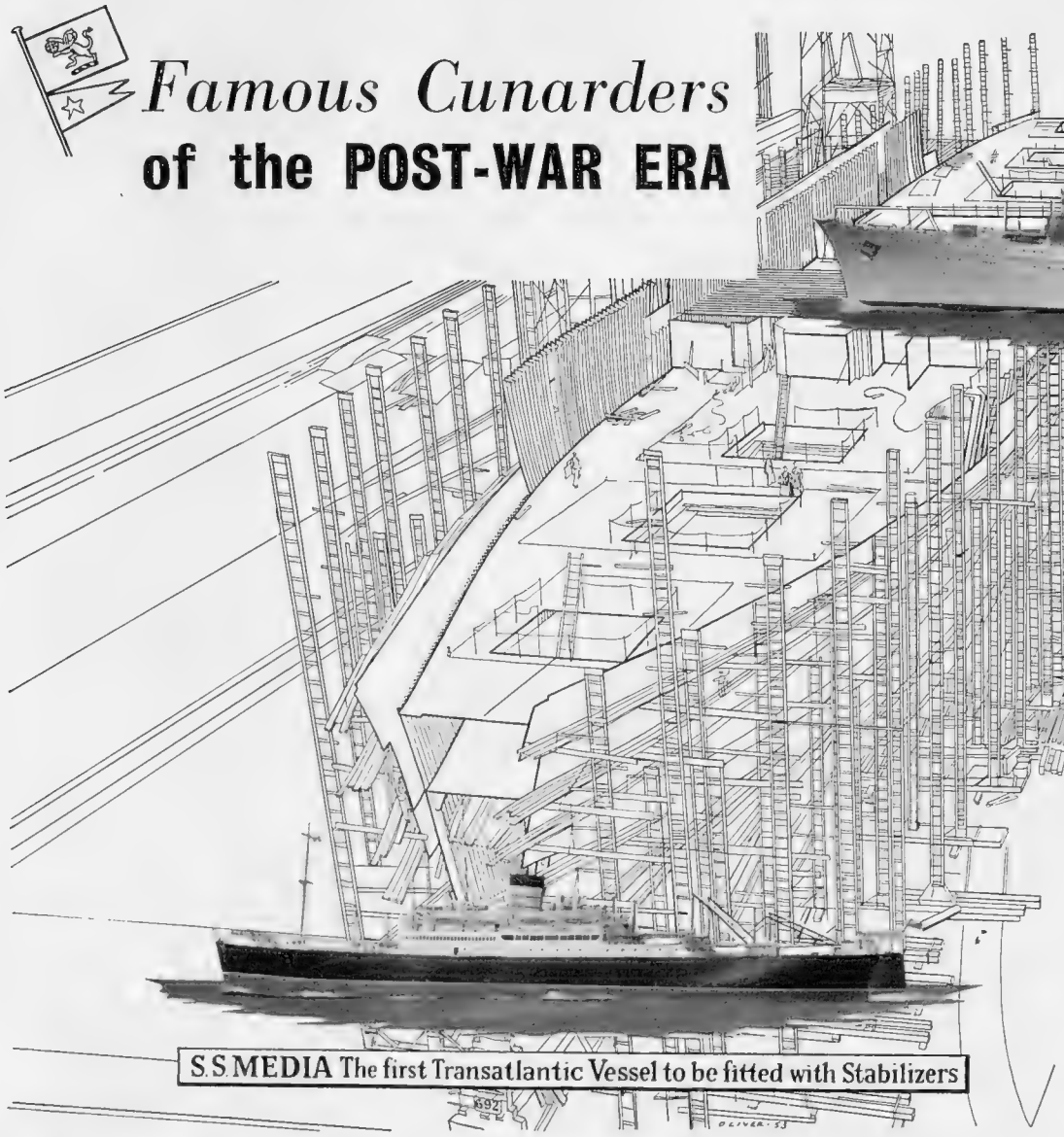

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The World of Books—By VERNON FANE

A FIRST NOVEL FOR SEVEN YEARS

Miss Kate O'Brien's "The Flower of May" Becomes as Real to the Reader as a Personal Experience

SEVEN years was always a magic interval in fairy stories, a period which separated good deeds from wonders and adventures from legends, and I see that it is seven years, too, since Miss Kate O'Brien last gave us one of those novels of hers which to me have something of the quality of magic about them. THE FLOWER OF MAY (Heinemann. 12s. 6d.) is a story set mainly in Dublin and County Clare in the early days of this century, but with digressions to the Belgium and Italy of the time, as the young Irish girl of the story finds her first love and her first experience of loss and discipline.

I have read and re-read the passages in which Miss O'Brien shows us two handsome young creatures falling in love with each other, but they defy analysis, and it remains this writer's particular genius to be able to communicate that wonder and that excitement from the printed page. Fanny, the fresh, intelligent girl changing to a woman, is beautifully and sympathetically rendered, and the whole story, with its background of relations and shabby houses and affections, becomes as real to the reader as a personal experience.

Mr. James Wellard, once a war correspondent, now a novelist, writes of the problems of a man in revolt against the terms of his own existence, his form of work and his emotional tangles. SUMMER AT THE CASTLE (Macmillan. 12s. 6d.) shows that man in search of a refuge, which he thinks he has found when he goes to a remote Italian castle as tutor to a family half-English by birth, wholly Italian by impulse. The summer brings friendship and even love, but no security, and the climax of the novel is as startling as it is artistically sound. Recommended to those who have a taste for dramatic effects and also to those who enjoy observing the steady progress of a young writer.

FULL MOON AT SWEATENHAM (Faber. 15s.) might best be described as a piece of fun which Colonel J. K. Stanford proposes to share with the reader, very much in the mood of his frolic, *The Twelfth*. The hero is again George Proteron, first-rate shot and bluntly-carved pillar of the County, who spends the greater part of the story as an active polter ghost, doing his best to restore the *status quo*. The time is the future, during the short-lived period of office of the Bookmakers' Government, 1959-60, and the satire is hilarious. I hope you will enjoy it, and Colonel Stanford's good-humoured fantasies, as much as I did.

Although CHRISTMAS AT CANDLESHOE (Gollancz. 10s. 6d.), by Mr. Michael Innes, is labelled "his new detective story," there is no detective in the story and it has nothing to do with anything that is customarily celebrated on December 25.

Candleshoe is an Elizabethan manor house in a state of acute disrepair, inhabited by two elderly eccentrics and a boy who dresses like Robin Hood and quotes Meredith. Gerard Christmas was a carver of funeral monuments and designer of figures for several Lord Mayors' Shows in the seventeenth century. Near Candleshoe lives an eccentric marquess of a type not unknown to Miss Nancy Mitford. Add a peripatetic American millionairess and her Oxford undergraduate son; a family dispute over some fake Titians and some art thieves, part of whose equipment appears to be a tank, and you have the ingredients for a roaring comedy approaching farce more often than not.

Mr. Innes is skilled in the use of archaic language and words seldom encountered outside a dictionary, most learned in the mural arts and architecture, and a skilful creator of comic characters. He would be even better value if he didn't place upon the reader the intolerable burden of a story told entirely in the historic present.

DEAR MRS. BOSWELL (Macmillan. 12s. 6d.) is a thoughtful and well-planned novel which shows an unaccustomed side if not a new interpretation of the biographer's life, for Mrs. Marie Muir writes from the point of view of the shy and undistinguished Scots girl who eventually achieved her ambition and married her volatile cousin, James. The author has evidently studied the *mores* of eighteenth-century Scotland and both the country estates and the crowded, insanitary, vital city of Edinburgh are drawn with real conviction.

SIXTEEN ONE-MAN SHOWS AT ONE GALLERY: These are some of the works on show at the R.B.A. Galleries in Suffolk Street, London, S.W., where sixteen artists are staging one-man shows simultaneously, under the sponsorship of the Royal Society of British Artists. It is the first venture of its kind in this country; normally, one-man shows are run by art dealers, who provide gallery space and take a substantial commission. The artists have moved into the galleries for one month and have financed the exhibition themselves.

As for Boswell himself, no writer living will ever be able to add or detract from the portrait he has left of himself.

What a gift it is to have the infinite relish for life that a writer such as Mrs. Robert Henrey possesses. I say a writer like her, but I am not sure that I know of any other contemporary with exactly the same vivid interest in the minutiæ of living, or the same capacity for translating apparently trivial incidents into signs and wonders. MADELEINE'S JOURNAL (Dent. 16s.) is a further volume of diary entries, reminiscences, character sketches, dissertations on new hats and apricot tarts, and general evidence that not until the day she dies will Madeleine Henrey lose an iota of her zest for all the business of living.

The present book has the now-familiar imprint of the writer's highly personal style, her preoccupation with detail, her respect for the anecdotal form and her intense femininity.

MANIFEST DESTINY (Cassell. 15s.) is Mr. Brian Connell's study of what he has called the rise and influence of the Mountbatten family, and it has been divided by him into five sketches, or "profiles," in the American manner, of some of the family's principal members. Thus, Prince Louis of Battenberg is the first subject, since it was he who founded that part of the line which has become wholly British, and Sir Ernest Cassel, a contemporary and also of German birth, the second. Sir Ernest was the grandfather of the present Countess Mountbatten of Burma, and a man of immense wealth. The third section of the book deals with Lady Mountbatten's own career; the next with Earl Mountbatten's, and the final with the fortunes of H.R.H. the Duke of Edinburgh. Mr. Connell has successfully carried out what was an unusual and ambitious project, and if the pictures he paints are all in halcyon colours, it must be remembered how infinitely difficult it is to get light and shade into a Royal, or near-Royal, portrait.

Mr. Maurice Zolotow has neither Royalty nor chiaroscuro to worry about in his book of impressions, IT TAKES ALL KINDS (W. H. Allen. 15s.), for this extremely lively piece of work deals with New York personages, famous internationally or simply well known locally, but in either case very much *of* the New York scene. Tallulah Bankhead, Jimmy Durante and Jack Benny are the only three of the ten chosen who will be readily identifiable to English readers, and even they, as actress and comedians, may need some footnoting. But Mr. Zolotow manages to communicate at least part of his enthusiasm for these gifted eccentrics to the reader, whether it be Mr. Durante admitting that he knows "an elfin never forgets" or a friend remarking that "A day away from Tallulah is like a month in the country."

From people to places, and from the garrulous to the geographic, in a magnificent and bizarre book of adventure. "As I have no experience as an author," writes Herr Heinrich Harrer, "I shall content myself with the unadorned facts," and in very nearly the immortal words, "If you know of a better formula, go to it." SEVEN YEARS IN TIBET (Hart-Davis. 16s.) is an account of the writer's exploits after his escape from an Indian P.O.W. camp (he had been arrested in 1939 when on a German expedition to find a new climbing route on Nanga Parbat) and his existence in Tibet where, for five of the years, he lived in the capital of Lhasa and met with great kindness there.

In his introduction Mr. Peter Fleming writes: "I have not met Herr Harrer, but from the pages which follow he emerges as a sensible, unassuming and very brave man." From being a penniless and ragged refugee he became the tutor and confidant of the young Dalai Lama, and when the Chinese Communists invaded Tibet in 1950, his parting from "this lonely, able and affectionate youth was clearly a wrench to both of them."

The translation has been made by Mr. Richard Graves and the astoundingly good photographs were brought out of Tibet by the author.

ANIMAL COURTSHIP (Hutchinson. 16s.) is one of those books that are as fascinating as the art and knowledge of a great expert can make them. Dr. Maurice Burton is Deputy Keeper of Zoology at the British Museum (Natural History), and, like many people who have a wide and profound experience in their own subjects, is as well able to interest the layman as the instructed. He writes here of behaviour, colour changes, and other phenomena during the breeding season for birds, insects, fish, reptiles and mammals, and the information he has to give is curious and almost incredible. Some fiddler crabs have a kind of sex appeal, male spiders semaphore to their ladies, tortoises and hoverflies butt their heads, and the courtship of frogs and toads is relatively uninspiring. An extraordinary book, full of odd facts, information and curiosities.

GODWIN TO BEVAN

Political Thinkers of Two Centuries

Rosalie Glynn Grylls has more justification than any other contemporary writer for producing a book about William Godwin, the free-thinker who so influenced the world of his day, for the reason that she has already produced biographies of Mary Shelley, E. J. Trelawney and Mary Jane Clairmont (Godwin's wife), and this latest work rounds off her very remarkable studies of a period of intense intellectual activity. The author has had access to the originals of Godwin's diaries, which have not been used by any other biographer since C. Kegan Paul wrote the standard life of Godwin in 1876. Miss Grylls calls her book WILLIAM GODWIN AND HIS WORLD (Odhams Press. 21s.), and she does not really attempt a comprehensive life of the man or a full-length study of his work. She does, however, succeed in tracing much of his influence, starting with the day when he published his *Inquiry Concerning Social Justice*, a book that called for the overthrow of authority, the abolition of punishment, of the commercial ownership of property, and of marriage. The book, as Pitt later pointed out, could by reason of its price, be read only by the rich, who were, of course, impervious to its doctrines, and so Godwin was never charged with high treason, as he might easily have been. Godwin touched the literary and political movements of his time at many points, for he was famous at once as a novelist, as a political philosopher, and as a man who shocked public opinion by putting his principles into practice in his union with Mary Wollstonecraft. There is no doubt that the young revolutionaries of his day looked to Godwin for a lead, but as the years went on they saw him sacrifice his principles, first by marriage and then by his complete condemnation of Shelley for eloping with his daughter. Godwin, however, remained true to his political philosophy, and perhaps it is fairest to his memory to agree with the verdict of Burke, who said of men like Godwin and his disciples: "Their humanity is at their horizon, it always flies before them."

From political buccaneer to statesman is an arduous journey, and from a mining valley in South Wales to a pleasant home in Chelsea can be a perilous journey for a socially and socialistically-minded young man when the blandishments of political opponents are liable to be more dangerously insidious than declared enmity. Aneurin Bevan has made both journeys, and he has never been in much danger of falling by the wayside. Now, at the age of fifty-three, he faces the next step in what has been a remarkable career. In his new biography, ANEURIN BEVAN (Longmans, Green. 15s.), Vincent Brome has attempted to assess the character of this ebullient Welshman whom some have likened to a modern Danton and others have likened to everything unmentionable within their respective vocabularies. Suffice it to say that Mr. Brome has tackled his task with fairness and honesty. The picture that emerges is not complete, for the simple reason that here is a career in mid-passage, but, like its subject, it is well-rounded and the anecdotes are neat and to the point. One of the best of all the Bevanisms quoted by Mr. Brome was the remark with which Bevan rocked Parliament during the war when he declared: "The Government are the only enemy up to now which the generals have been able to defeat."

Of all the exploits of the Second World War, whether in the realm of prison escape or of actual warfare, none are more gripping than those associated with midget submarines and human torpedoes. In their aptly-named volume, ABOVE US THE WAVES (Harrap. 15s.), C. E. T Warren and James Benson tell the story of this form of warfare from the first days when the news of Italian initiative and daring in this direction became known to the Admiralty. It is a grand story, grandly told, and the supreme moment came, of course, with the attempt on the *Tirpitz*, in which Leif Larsen, of the Shetlands ferry, played so considerable a part. The authors have both served in the special submarine branch, of which they write, and Mr. Warren himself was one of the first two men to ride a human torpedo.

The latest addition to the County Books is THE LOWLANDS OF SCOTLAND: GLASGOW AND THE NORTH, by Maurice Lindsay (Robert Hale. 18s.). This is the first of two volumes devoted to the Lowlands, and Mr. Lindsay covers some very wonderful and varied country, including the Firth of Clyde, Clackmannan and Kinross, and the ancient kingdom of Fife. The opening chapter deals with the city of Glasgow, and that vast urban conurbation apparently moves Mr. Lindsay to quote poetry as easily as do the wilder and more romantic parts of the Lowlands.

David Harrison's TUDOR ENGLAND (Vols. 1 and 2. 35s. each) are sure of a great welcome from educationists. This two-volume illustrated history of England from the accession of the first Tudor in 1485 to the death of Queen Elizabeth in 1603 spans five reigns and a century in time. Over 230 illustrations, including portraits of most of the protagonists during that era of swift expansion, adorn these well-produced volumes

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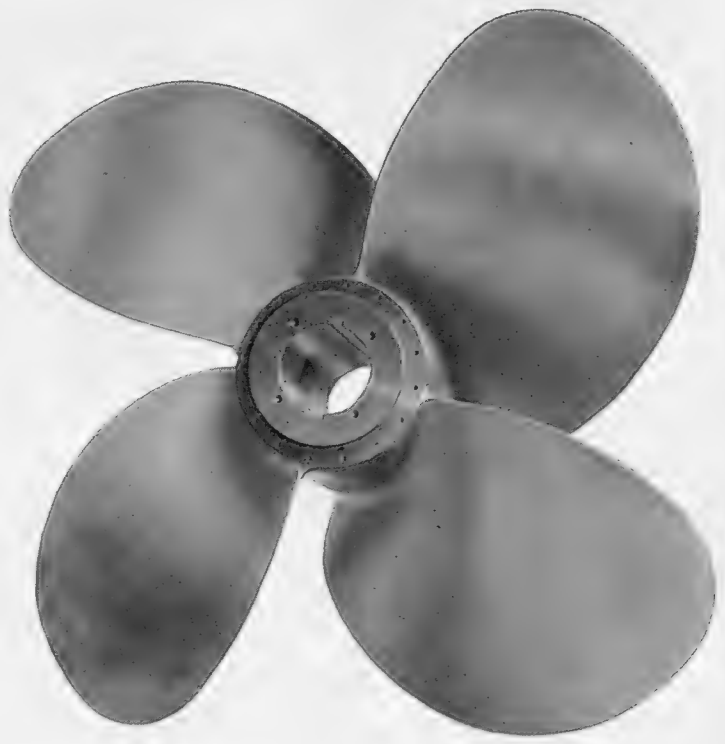

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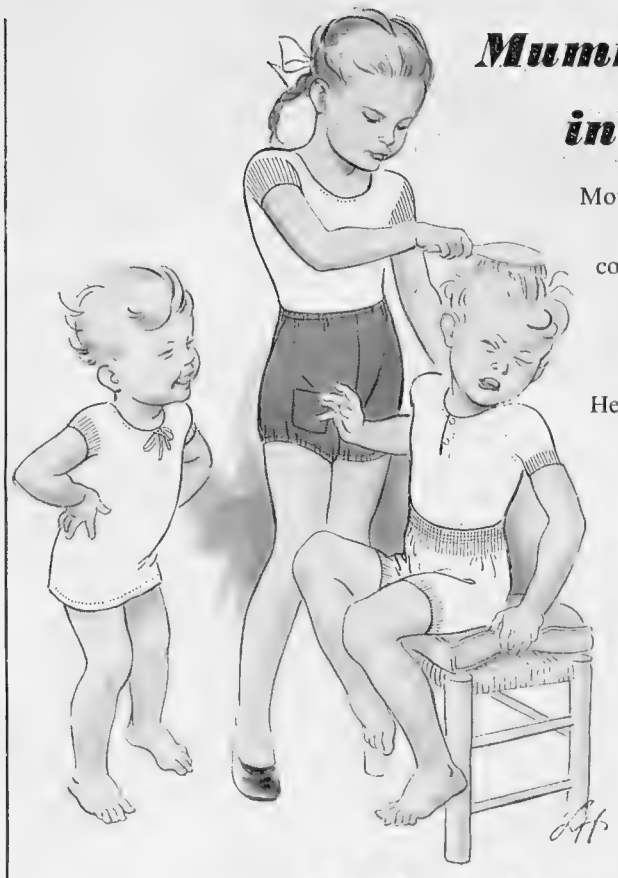

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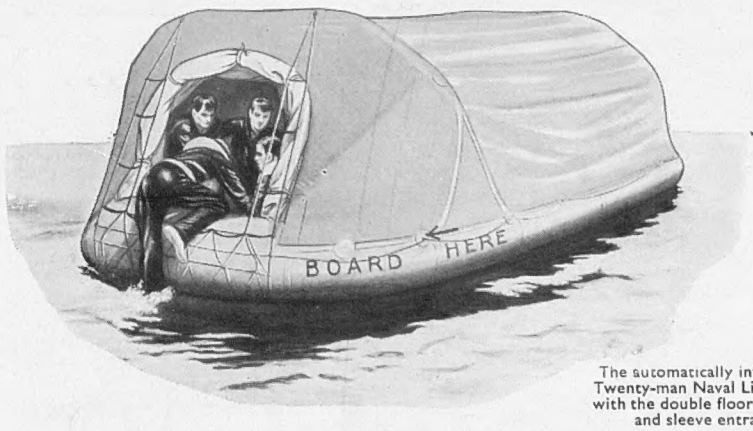

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ADVICE BY ASHLEY COURTENAY

Letters, accompanied by a stamped addressed envelope for reply, should be addressed to him, c/o The Editor, THE SPHERE, *Ingram House, 195-198, Strand, London, W.C.2.*

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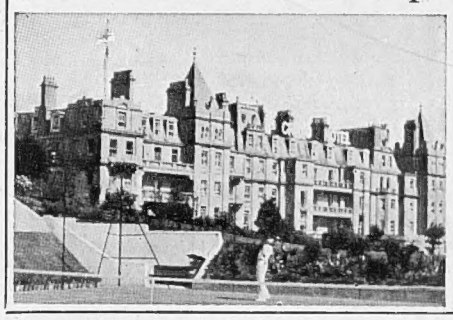

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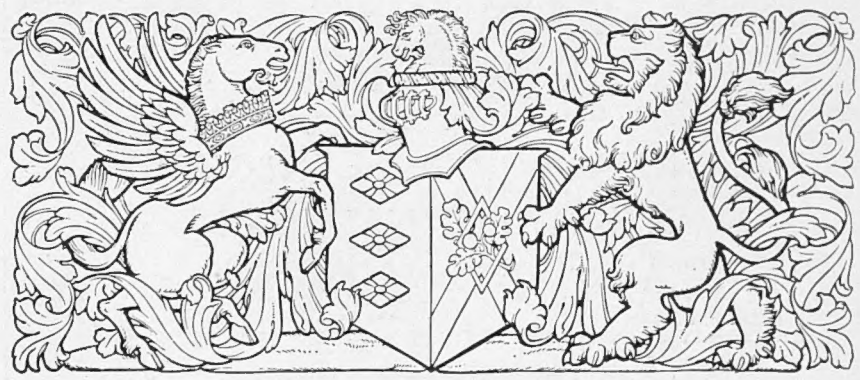

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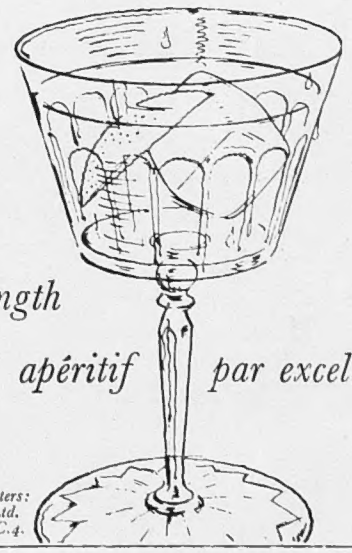

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Published Weekly by ILLUSTRATED NEWSPAPERS, LTD., Ingram House, 195-198, Strand, London, W.C.2, and Printed in England by THE ILLUSTRATED LONDON NEWS AND SKETCH, LTD., Milford Lane, London, W.C.2. SATURDAY, SEPTEMBER 26, 1953. Entered as Second-Class Matter at the New York (N.Y.) Post Office, 1903.